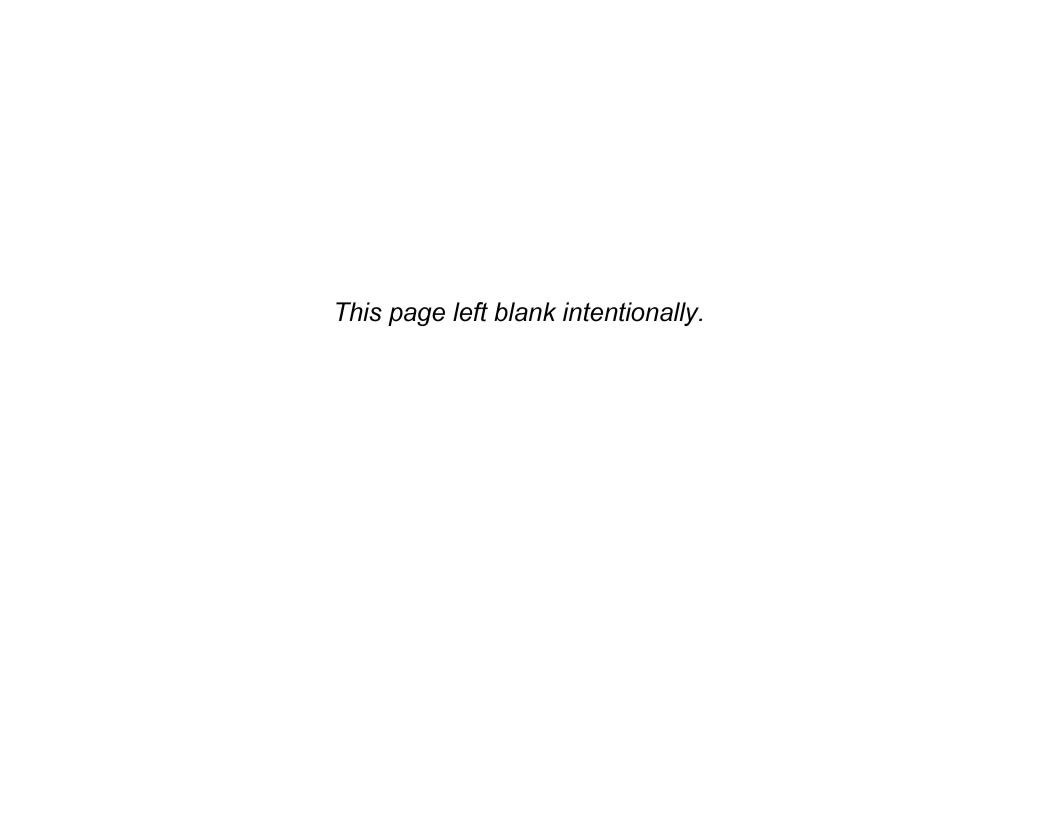
Commission BUDGET



Missouri Department of Transportation • Fiscal Year 2025

Missouri Department of Transportation FY 2025 Commission Approved Budget and Appropriations Request Table of Contents

Book 1		Book 2	
Department Overview		Multimodal Operations Administration & Support	
Department Overview	1	Core - Multimodal Operations Administration	437
Audit Report	15	NDI - Multimodal Operations Administration Expansion*	451
Flexibility	17	Core - Support to Multimodal Division Transfer	459
Pay Plans		Revolving Loan Fund	
NDI - COLA FY25 Statewide Pay Plan	19	Core - Multimodal State Transportation Assistance Revolving Loan (STAR) 467
Department Wide		Multimodal Operations Transit	
NDI - Commission Approved State Road Fund Budget	43	Core - Transit Funds for State	
		Core - Federal Transit Assist	
Pay Plans		NDI - Federal Transit Assist Grant Expansion*	
NDI - Market Plan Pay Plan PS & FB Expansion*		NDI - Federal Transit Assist Bus Expansion*	
NDI - Safety & Operations PS & FB Expansion*		Core - MEHTAP	
NDI - Multimodal PS & FB Expansion*	93	NDI - MEHTAP Expansion*	563
Administration		Multimodal Operations State Safety Oversight	
Core - Administration	103	Core - State Safety Oversight	569
Fringe Benefits		Multimodal Operations Railways	
Core - Department Wide Fringe Benefits		Core - State Match for Amtrak	
NDI - Fringe Benefits Expansion	145	NDI - State Match for Amtrak Expansion*	
		Core - Amtrak Station	
Program Delivery		NDI - Amtrak Station Expansion*	
Core - Program Delivery		Core - Railroad Grade Crossing Hazards	
Core - I-70 Debt Transfer		NDI - Railroad Grade Crossing Expansion*	
Core - I-70 Debt Service		NDI - State Match Rail Grants Expansion*	635
Core - I-70 From Bond Proceeds			
Core - I-70 From GR		Multimodal Operations Aviation	
Core - Focus on Bridges Debt Transfer		Core - Airport Capital Improvement.	
Core - Focus on Bridges Debt Service		NDI - Airport Capital Improvement Expansion*	
Core - Focus on Bridges Bond Proceeds		Core - Federal Aviation Assistance	
Core - Transportation Cost Share		NDI - Federal Aviation Assistance Expansion*	
NDI - I-44 Environmental Study Expansion*		NDI - Aviation St. Robert Expansion*	
NDI - I-55 Outer Service Road Expansion*		NDI - Aviation Jefferson City Expansion*	
Core - Jefferson Avenue Footbridge	297	NDI - Aviation St. Joe Rosecrans Expansion*	689
Safety and Operations		Multimodal Operations Waterways	
Core - Safety and Operations		NDI - Port Transfer Expansion*	
NDI - Safety and Operations Expansion*	365	Core - Port Authorities Assistance	
		NDI - Port Authorities Assistance Expansion*	
Missouri Medal of Honor Transfer		NDI - Port Navigation Study Expansion*	
Core - Medal of Honor Transfer	379	NDI - Port Jefferson County Expansion*	725
Fleet, Facilities & Information Systems		Multimodal Federal Assistance	
Core - Fleet, Facilities and Information Systems	387	Core - Federal Rail, Port and Freight AssistanceNDI - Federal Rail, Port and Freight Assistance Expansion*	
Refunds		TIDE TOGGICATION, FOR AND FROM TOGGIC POSICIONO EXPANSION	743
Core - Refunds	409	Multimodal Operations Freight	
NDI - Refunds Expansion*		Core - Freight Enhancement Funds	753
State Road Fund Transfer		MoDOT Legal Expense Fund Transfer	
Core - State Road Fund Transfer	429	Core - MoDOT Legal Expense Fund Transfer	765



Page 437

ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
MULTIMODAL OPERATIONS ADMIN								
CORE								
PERSONAL SERVICES								
MULTIMODAL OPERATIONS FEDERAL	352,888	5.36	642,455	9.99	642,455	9.99	642,455	9.99
STATE ROAD	526,783	7.00	653,101	9.15	653,101	9.15	653,101	9.15
RAILROAD EXPENSE	458,799	7.52	722,468	11.12	722,468	11.12	722,468	11.12
STATE TRANSPORTATION FUND	176,193	2.48	198,601	2.95	198,601	2.95	198,601	2.95
AVIATION TRUST FUND	554,939	7.87	619,994	9.47	619,994	9.47	619,994	9.47
TOTAL - PS	2,069,602	30.23	2,836,619	42.68	2,836,619	42.68	2,836,619	42.68
EXPENSE & EQUIPMENT								
MULTIMODAL OPERATIONS FEDERAL	48,630	0.00	249,402	0.00	262,402	0.00	262,402	0.00
STATE ROAD	31,083	0.00	42,200	0.00	42,200	0.00	42,200	0.00
RAILROAD EXPENSE	87,623	0.00	160,024	0.00	160,024	0.00	160,024	0.00
STATE TRANSPORTATION FUND	26,200	0.00	67,047	0.00	67,047	0.00	67,047	0.00
AVIATION TRUST FUND	24,607	0.00	26,726	0.00	26,726	0.00	26,726	0.00
TOTAL - EE	218,143	0.00	545,399	0.00	558,399	0.00	558,399	0.00
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	21,000	0.00	8,000	0.00	8,000	0.00
TOTAL - PD	0	0.00	21,000	0.00	8,000	0.00	8,000	0.00
TOTAL	2,287,745	30.23	3,403,018	42.68	3,403,018	42.68	3,403,018	42.68
Market Plan NDI - 1605005								
PERSONAL SERVICES								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	52,827	0.00	0	0.00
RAILROAD EXPENSE	0	0.00	0	0.00	27,331	0.00	0	0.00
STATE TRANSPORTATION FUND	0	0.00	0	0.00	150,498	0.00	0	0.00
AVIATION TRUST FUND	0	0.00	0	0.00	15,766	0.00	0	0.00
TOTAL - PS	0	0.00		0.00	246,422	0.00	0	0.00
TOTAL		0.00		0.00	246,422	0.00		0.00

Page 438

ITEM SUMMARY

Budget Unit							11 = 111	SOMMAN
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
MULTIMODAL OPERATIONS ADMIN								
Multimodal Ops Admin NDI - 1605008								
EXPENSE & EQUIPMENT								
STATE TRANSPORTATION FUND		0.00	0	0.00	400,000	0.00	400,000	0.00
TOTAL - EE		0.00		0.00	400,000	0.00	400,000	0.00
								
TOTAL		0.00	0	0.00	400,000	0.00	400,000	0.00
Multimodal Ops Admin PS NDI - 1605021								
PERSONAL SERVICES								
MULTIMODAL OPERATIONS FEDERAL		0.00	0	0.00	194,040	0.00	0	0.00
AVIATION TRUST FUND		0.00	0	0.00	388,079	5.00	0	0.00
TOTAL - PS		0.00	0	0.00	582,119	5.00	0	0.00
TOTAL		0.00	0	0.00	582,119	5.00	0	0.00
Pay Plan - 0000012								
PERSONAL SERVICES								
MULTIMODAL OPERATIONS FEDERAL		0.00	0	0.00	0	0.00	20,559	0.00
STATE ROAD		0.00	0	0.00	0	0.00	20,900	0.00
RAILROAD EXPENSE		0.00	0	0.00	0	0.00	23,119	0.00
STATE TRANSPORTATION FUND		0.00	0	0.00	0	0.00	6,354	0.00
AVIATION TRUST FUND		0.00	0	0.00	0	0.00	19,840	0.00
TOTAL - PS	-	0.00	0	0.00	0	0.00	90,772	0.00
TOTAL		0.00	0	0.00	0	0.00	90,772	0.00
State Road Fund Increases - 1605099								
PERSONAL SERVICES								
STATE ROAD		0.00	0	0.00	17,871	0.00	0	0.00
TOTAL - PS		0.00			17,871	0.00		0.00
TOTAL		0.00		0.00	17,871	0.00		0.00
GRAND TOTAL	\$2,287,74	5 30.23	\$3,403,018	42.68	\$4,649,430	47.68	\$3,893,790	42.68

COMMISSION APPROVED ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		<u> </u>
Core: Multimodal Administration	HB Section:	4.475

11. CORE FINANCIAL SUM	/MARY	SUMMAR	MARY
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	FY 2025 (Commission	Approved B	udget		FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total	
PS	0	642,455	2,194,164	2,836,619	PS	0	642,455	2,194,164	2,836,619	
EE	0	262,402	295,997	558,399	EE	0	262,402	295,997	558,399	
PSD	0	8,000	0	8,000	PSD	0	8,000	0	8,000	
TRF	0	0	0	0	TRF	0	0	0	0	
Total	0	912,857	2,490,161	3,403,018	Total	0	912,857	2,490,161	3,403,018	
FTE	0.00	9.99	32.69	42.68	FTE	0.00	9.99	32.69	42.68	
HB 4	0	467,637	1,622,326	2,089,963	HB 4	0	467,637	1,622,326	2,089,963	
HB 5	0	49,405	168,731	218,136	HB 5	0	49,405	168,731	218,136	
Note: Fringes bi	udgeted in House	Bill 5 except	for certain fri	nges	Note: Fringes budgeted in House Bill 5 except for certain fringes					
budgeted directly	y to MoDOT, Higl	hway Patrol, a	and Conserva	tion.	budgeted directly to MoDOT, Highway Patrol, and Conservation.					

Other Funds: State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675), Aviation Trust Fund (0952) Other Funds: State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675), Aviation Trust Fund (0952)

2. CORE DESCRIPTION

These appropriations are for the continuation of the core for administration of Multimodal Operations. This funding will allow the Multimodal Operations staff to provide assistance and administration of the multimodal programs within the state of Missouri.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

119 public general aviation airports

32 general public transportation providers

199 elderly and disabled special transportation providers

17 Missouri port authorities and one three-state port commission

Passenger rail service between St. Louis and Kansas City

22 railroad companies which involve safety and highway related projects, including inspections and compliance resolutions for approximately 5,300 miles of track and over 6,500 public and private highway-rail crossings Three light rail operators

COMMISSION APPROVED ITEM

Department of Transportation

Division: Multimodal Operations

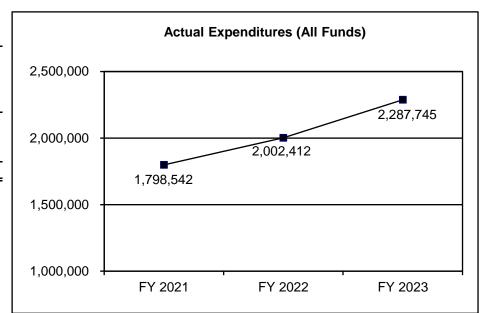
Core: Multimodal Administration

Budget Unit: Multimodal Operations

HB Section: 4.475

4. FINANCIAL HISTORY

_	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	2,530,338	2,550,992	2,685,223	3,403,018
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	2,530,338	2,550,992	2,685,223	N/A
Actual Expenditures (All Funds)	1,798,542	2,002,412	2,287,745	N/A
Unexpended (All Funds)	731,796	548,580	397,478	N/A
Unexpended, by Fund: General Revenue Federal Other	0 300,642 431,154	0 252,367 296,213	0 225,877 171,601	N/A N/A N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

FLEXIBILITY FORM

BUDGET UNIT NUMBER: Missouri Department of Transportation (MoDOT) Multiple DEPARTMENT: **BUDGET UNIT NAME:** Multiple HOUSE BILL SECTION: DIVISION: 4.400, 4.405, 4.425, 4.450, 4.460, 4.475 Department Wide 1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility in dollar and percentage terms and explain why the flexibility is needed. If flexibility is needed among divisions, provide the amount by fund of flexibility in dollar and percentage terms and explain why the flexibility is needed. **DEPARTMENT** The department needs 20 percent flexibility between personal services, fringe benefits and expense and equipment for fiscal year 2025. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority. 2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount. **CURRENT YEAR PRIOR YEAR ESTIMATED AMOUNT OF ESTIMATED AMOUNT OF ACTUAL AMOUNT OF FLEXIBILITY USED** FLEXIBILITY THAT WILL BE USED FLEXIBILITY THAT WILL BE USED The General Assembly approved 20 percent In fiscal year 2023, MoDOT used \$5,000 of The department needs 20 percent flexibility between flexibility in the State Transportation Fund, or 4.7 flexibility between all MoDOT personal services and personal services, fringe benefits and expense and expense and equipment appropriations in fiscal year percent. equipment appropriations, as needed. 2024: however, the amount of flexibility that will be used is unknown. 3. Please explain how flexibility was used in the prior and/or current years. **PRIOR YEAR CURRENT YEAR EXPLAIN ACTUAL USE EXPLAIN PLANNED USE** The flexibility was used to pay for medical and life insurance fringe benefits for the N/A - Flexibility has not yet been used in the current year. remainder of the year.

FLEXIBILITY FORM

BUDGET UNIT NUMBER:	60522C		DEPARTMENT:	Missouri Department of Transportation (MoDOT)			
BUDGET UNIT NAME:	Multimodal Ope	rations					
HOUSE BILL SECTION:	4.475		DIVISION:	Multimodal Operations			
	in why the flexi	bility is needed. If flexibilit	ty is needed amon	expense and equipment flexibility in dollar and ng divisions, provide the amount by fund of flexibility			
		DEPAR	RTMENT				
flexibility allows MoDOT to provid	le services in the n	nost efficient and reliable manne	er without artificially in	al services and expense and equipment appropriations. This acreasing appropriation authority. was used in the Prior Year Budget and the Current			
Year Budget? Please speci	•	tu for the budget year. How	v inden nexibility	was used in the Frior Tear Budget and the Current			
PRIOR YEAR ACTUAL AMOUNT OF FLEX	(IBILITY USED	CURRENT Y ESTIMATED AMO FLEXIBILITY THAT W	OUNT OF	ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED			
N/A - Flexibility was not used in tl		The General Assembly approved flexibility between Multimodal 0 services and expense and equipappropriations in fiscal year 20 amount of flexibility that will be	Operations personal lipment 24; however, the	The department needs 10 percent flexibility between			
3. Please explain how flexib	ility was used i	n the prior and/or current y	ears.				
EXE	PRIOR YEAR PLAIN ACTUAL U	SE.	CURRENT YEAR				
N/A - Flexibility was not used in the		<u> </u>	N/A - Flexibility has not yet been used in the current year.				

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION MULTIMODAL OPERATIONS ADMIN

5. CORE RECONCILIATION

		Budget Class	FTE	GR		Federal	Other	Total	Explanation		
TAFP AFTER VETOES									r · · · · · ·		
IAFP AFIER VEIUES		PS	42.68		0	642,455	2,194,164	2,836,619			
		EE	0.00		0	249,402	295,997	545,399			
		PD	0.00		0	21,000	0	21,000			
		Total	42.68		0	912,857	2,490,161	3,403,018			
DEPARTMENT CORE ADJUSTMENTS											
Core Reallocation	[#464]	EE	0.00		0	13,000	0	13,000	BOBC reallocation based on historical actual expenditures		
Core Reallocation	[#464]	PD	0.00		0	(13,000)	0	(13,000)	BOBC reallocation based on historical actual expenditures		
NET DEPARTMENT CH		HANGES	0.00		0	0	0	0			
DEPARTMENT CORE											
		PS	42.68		0	642,455	2,194,164	2,836,619			
		EE	0.00		0	262,402	295,997	558,399			
		PD	0.00		0	8,000	0	8,000			
		Total	42.68		0	912,857	2,490,161	3,403,018	- -		
GOVERNOR'S RECOMME	NDED C	ORE									
		PS	42.68		0	642,455	2,194,164	2,836,619			
		EE	0.00		0	262,402	295,997	558,399			
		PD	0.00		0	8,000	0	8,000	1		
		Total	42.68		0	912,857	2,490,161	3,403,018			

ITEM DETAIL

							ITEM DETA	
Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
MULTIMODAL OPERATIONS ADMIN								
CORE								
RAIL SAFETY SPECIALIST	185,629	3.03	286,078	4.47	286,078	4.47	286,078	4.47
SR RAILROAD SAFETY INSPECTOR	276,821	4.71	458,447	7.36	458,447	7.36	458,447	7.36
ADMINISTRATIVE TECHNICIAN	0	0.00	8,283	0.25	8,283	0.25	8,283	0.25
SR ADMINISTRATIVE TECHNICIAN	21,970	0.54	0	0.00	0	0.00	0	0.00
EXECUTIVE ASSISTANT	17,748	0.46	75,233	1.69	75,233	1.69	75,233	1.69
SENIOR FINANCIAL SERVICES TECH	26,672	0.70	58,318	1.39	58,318	1.39	58,318	1.39
AIRPORT PROJECT TECHNICIAN	45,164	0.96	55,176	1.07	55,176	1.07	55,176	1.07
RAILROAD SAFETY INSPECTOR	44,095	0.93	50,884	1.00	50,884	1.00	50,884	1.00
SENIOR TRANSIT TECHNICIAN	0	0.00	110,247	2.00	110,247	2.00	110,247	2.00
AIRPLANE PILOT	40,219	0.51	0	0.00	0	0.00	0	0.00
AVIATION OPERATIONS MANAGER	75,525	1.00	80,239	1.07	80,239	1.07	80,239	1.07
RAILROAD OPERATIONS MANAGER	75,467	1.00	92,897	1.15	92,897	1.15	92,897	1.15
INTERM MULTIMODAL OPER SPECIAL	12,073	0.22	17,689	0.59	17,689	0.59	17,689	0.59
MULTIMODAL OPERATIONS SPECIALI	49,957	1.04	50,884	1.00	50,884	1.00	50,884	1.00
SR MULTIMODAL OPER SPECIALIST	229,970	3.77	430,704	6.53	430,704	6.53	430,704	6.53
ADMIN OF FREIGHT & WATERWAYS	105,880	1.00	133,273	1.21	133,273	1.21	133,273	1.21
SR FINANCIAL SERVICES SPECIALI	29,600	0.49	89,218	1.39	89,218	1.39	89,218	1.39
SYST MGMT SUPPORT SERVICES MGR	0	0.00	239	0.00	239	0.00	239	0.00
ADMINISTRATOR OF AVIATION	105,211	1.00	112,731	1.00	112,731	1.00	112,731	1.00
ADMINISTRATOR OF RAILROADS	105,880	1.00	138,490	1.60	138,490	1.60	138,490	1.60
ADMINISTRATOR OF TRANSIT	105,211	1.00	105,737	1.23	105,737	1.23	105,737	1.23
RAILROAD PROJECTS MANAGER	84,708	1.00	89,868	1.00	89,868	1.00	89,868	1.00
AVIATION PROGRAMS MANAGER	84,521	1.00	89,868	1.07	89,868	1.07	89,868	1.07
CONSTRUCTION INSPECTOR	0	0.00	63,309	1.50	63,309	1.50	63,309	1.50
SR CONSTRUCTION INSPECTOR	70,133	1.02	143,270	2.09	143,270	2.09	143,270	2.09
AIRPORT PROJECT INSPECTOR	33,482	0.59	0	0.00	0	0.00	0	0.00
INT AIRPORT PROJECT INSPECTOR	27,831	0.42	0	0.00	0	0.00	0	0.00
AIRPORT PROJECT MANAGER	47,754	0.76	0	0.00	0	0.00	0	0.00
SR OFFICE ASSISTANT-TPT	16,418	0.44	19,806	0.44	19,806	0.44	19,806	0.44
ENGINEERING PROF - TPT/SSPD	29,969	0.46	0	0.00	0	0.00	0	0.00
MULTIMODAL OPERATIONS INTERN	12,370	0.31	0	0.00	0	0.00	0	0.00

Page 445

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
MULTIMODAL OPERATIONS ADMIN								
CORE								
MULTIMODAL OPRATNS DIRECTOR	109,324	0.87	75,731	0.58	75,731	0.58	75,731	0.58
TOTAL - PS	2,069,602	30.23	2,836,619	42.68	2,836,619	42.68	2,836,619	42.68
TRAVEL, IN-STATE	72,935	0.00	142,346	0.00	130,346	0.00	130,346	0.00
TRAVEL, OUT-OF-STATE	40,197	0.00	94,033	0.00	78,533	0.00	78,533	0.00
SUPPLIES	8,638	0.00	79,300	0.00	79,300	0.00	79,300	0.00
PROFESSIONAL DEVELOPMENT	31,681	0.00	120,600	0.00	120,100	0.00	120,100	0.00
COMMUNICATION SERV & SUPP	27,021	0.00	38,400	0.00	40,400	0.00	40,400	0.00
PROFESSIONAL SERVICES	35,579	0.00	51,220	0.00	88,720	0.00	88,720	0.00
M&R SERVICES	0	0.00	4,100	0.00	4,100	0.00	4,100	0.00
COMPUTER EQUIPMENT	17	0.00	500	0.00	500	0.00	500	0.00
OTHER EQUIPMENT	0	0.00	10,000	0.00	10,000	0.00	10,000	0.00
EQUIPMENT RENTALS & LEASES	680	0.00	0	0.00	1,500	0.00	1,500	0.00
MISCELLANEOUS EXPENSES	1,395	0.00	4,900	0.00	4,900	0.00	4,900	0.00
TOTAL - EE	218,143	0.00	545,399	0.00	558,399	0.00	558,399	0.00
PROGRAM DISTRIBUTIONS	0	0.00	13,000	0.00	0	0.00	0	0.00
REFUNDS	0	0.00	8,000	0.00	8,000	0.00	8,000	0.00
TOTAL - PD	0	0.00	21,000	0.00	8,000	0.00	8,000	0.00
GRAND TOTAL	\$2,287,745	30.23	\$3,403,018	42.68	\$3,403,018	42.68	\$3,403,018	42.68
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$401,518	5.36	\$912,857	9.99	\$912,857	9.99	\$912,857	9.99
OTHER FUNDS	\$1,886,227	24.87	\$2,490,161	32.69	\$2,490,161	32.69	\$2,490,161	32.69

PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.475

Program Name: Multimodal Operations Administration

Program is found in the following core budget(s): Multimodal Operations Administration

1a. What strategic priority does this program address?

Safety - moving Missourians safely

Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

This program allows the Multimodal Operations staff to provide assistance and administration of the multimodal programs within the state of Missouri.

2a. Provide an activity measure(s) for the program.

	Number of Passengers by Mode (in millions)										
	Public [*]	Transit ^{1,3}	Ra	ail ^{1,4}	Avia	tion ^{2,3}					
	Actual	Actual Projected		Actual Projected		Projected					
2018	54.3	N/A	0.2	N/A	14.1	14.1					
2019	51.8	57.1	0.2	0.2	14.3	14.7					
2020	44.3	53.1	0.1	0.2	5.6	15.4					
2021	27.8	50.1	0.1	0.2	9.5	15.0					
2022	29.7	54.3	0.1	0.1	N/A	14.1					
2023	N/A	54.3	0.1	0.1	N/A	14.1					
2024	N/A	54.3	N/A	0.1	N/A	14.1					

Public transit and rail passenger data is published by fiscal year. Fiscal year 2023 data was not available at time of publication.

² The Federal Aviation Administration data for 2022 was not available at time of publication.

³ The 2023 and 2024 projections are based on ridership returning to the number of passenger trips in 2018.

⁴ The 2024 projection was established by averaging the last three years.

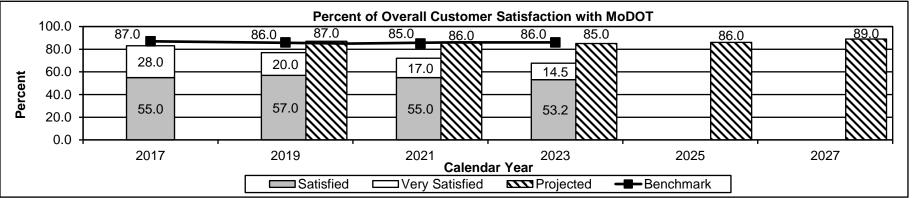
PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.475

Program Name: Multimodal Operations Administration

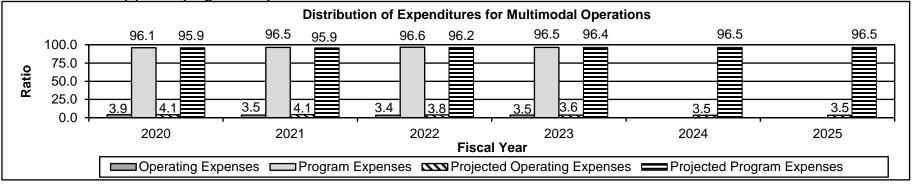
Program is found in the following core budget(s): Multimodal Operations Administration

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. For 2023, the survey was offered through texts sent to randomly selected adult Missourians in each county to obtain a diverse sample across Missouri. Approximately 5,000 completed responses were obtained. The question surveyed was, "How satisfied are you with the job the Missouri Department of Transportation is doing?" The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2025 projection is equal to the 2023 benchmark score of 86 percent. The 2027 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2018, 2020 and 2022.

2c. Provide a measure(s) of the program's impact.



The operating expenses consist of the administration expenses of multimodal operations. The 2024 and 2025 projections were set by averaging the last three fiscal years.

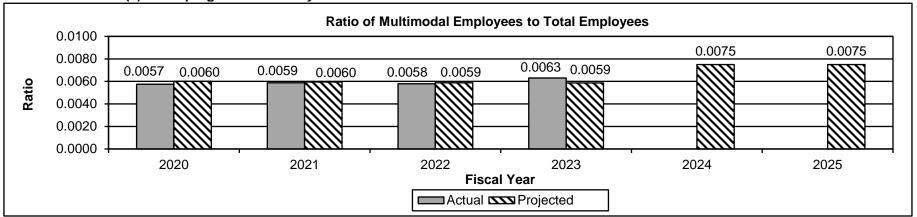
PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.475

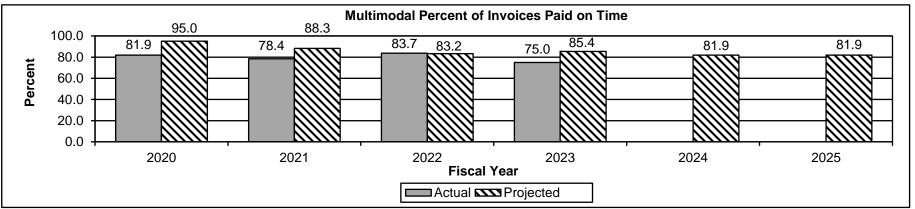
Program Name: Multimodal Operations Administration

Program is found in the following core budget(s): Multimodal Operations Administration

2d. Provide a measure(s) of the program's efficiency.



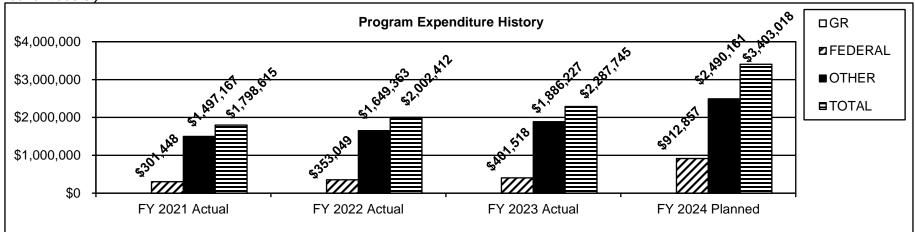
This chart shows the number of salaried multimodal employees compared to total salaried employees at MoDOT. Data is as of June 30th of each fiscal year. The projections are based on budgeted number of employees.



Timely is defined as a check or electronic payment issued less than 31 days from the date of the invoice. The additional staffing required to administer increases in federal funding has led to staffing shortages in certain areas. These staffing shortages have led to delays in invoices paid in 2021 and 2023. Additional staffing and funding in 2024 is expected to resolve these issues. The 2024 and 2025 projections are based on the percent of invoices paid on time returning to the number in fiscal year 2020.

PROGRAM DESCRIPTION	V
Department of Transportation	HB Section(s): 4.475
Program Name: Multimodal Operations Administration	· · · <u></u>
Program is found in the following core budget(s): Multimodal Operations Administration	

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



- 4. What are the sources of the "Other " funds?
 State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675) and Aviation Trust Fund (0952)
- 5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

 Article IV, Section 30(c), MO Constitution, Title 23 USC 130, Title 49 USC (various programs), 33.546, 226.220, 226.225, 305.230, 389.610, 389.612 and 622.015, RSMo.
- 6. Are there federal matching requirements? If yes, please explain.

 Depending on the program, administrative federal funds can require a match of up to 20 percent of state funds.
- 7. Is this a federally mandated program? If yes, please explain.

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Department of Transportation					Budget Unit	: Multimodal (Operations			
	ultimodal Operation									
l Name: Mu	ultimodal Operati	ons Admin Ex	cpansion	DI# 1605008	HB Section:	4.475				
. AMOUNT	OF REQUEST									
	FY	2025 Budget	Request			FY 202	5 Governor's	Recommend	dation	
	GR	Federal	Other	Total		GR	Federal	Other	Total	
S	0	0	0	0	PS	0	0	0	0	
E	0	0	400,000	400,000	EE	0	0	400,000	400,000	
SD	0	0	0	0	PSD	0	0	0	0	
RF	0	0	0	0_	TRF	0	0	0	0	
otal	0	0	400,000	400,000	Total	0	0	400,000	400,000	
TE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00	
IB 4	0	0	0	0	HB 4	0	0	0	0	
IB 5	0	0	0	0	HB 5	0	0	0	0	
lote: Fringe	es budgeted in Hou	ise Bill 5 excep	ot for certain i	ringes	Note: Fringe	s budgeted in l	House Bill 5 e.	xcept for certa	ain fringes	
udgeted dir	ectly to MoDOT, H	ighway Patrol,	and Conserv	ation.	budgeted dire	ectly to MoDO	Г, Highway Pa	trol, and Con	servation.	
other Funds	: State Transporta	tion Fund (067	7 5)		Other Funds:	State Transpo	ortation Fund	(0675)		
. THIS REQ	UEST CAN BE CA	ATEGORIZED	AS:							
	New Legislation			N	v Program		F	Fund Switch		
	Federal Mandate		-		gram Expansion	-		Cost to Contin	ue	
	GR Pick-Up		-		ace Request	-	E	Equipment Re	placement	
	Pay Plan		-		er:	-				
	•		_							
	THIS FUNDING NE				R ITEMS CHECKED I	N #2. INCLUD	E THE FEDE	RAL OR STA	TE STATUTO	DRY OR
					6 12 d dd 84 1d	1.10 "				
nis expansi	on item is to pay fo	or consultant se	ervices due to	the increase	funding that the Multim	lodal Operation	ns division adr	nınısters.		

RANK:	8	OF	23

Department of Transportation		Budget Unit: Multimodal Operations
Division: Multimodal Operations		
DI Name: Multimodal Operations Admin Expansion	DI# 1605008	HB Section: 4.475

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This expansion item is to pay for consultant services due to the increase in funding that the Multimodal Operations division administers.

0.0

0.0

0.0

0

0

Professional Services

Total EE

Grand Total

	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Professional Services	0	0.0	0	0.0	400,000	0.0	400,000	0.0	0
Total EE	0	0.0	0	0.0		0.0	400,000	0.0	0
Grand Total	0	0.0	0	0.0	400,000	0.0	400,000	0.0	0
	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS

0

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RANK:	8	OF 23	

tion Budget Unit: Multimodal Operations	
ations	
ations Admin Expansion DI# 1605008 HB Section: 4.475	

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.

	Number of Passengers by Mode (in millions) Public Transit ^{1,3} Rail ^{1,4} Aviation ^{2,3}									
	Actual	Projected	Actual Projected		Actual	Projected				
2018	54.3	N/A	0.2	N/A	14.1	14.1				
2019	51.8	57.1	0.2	0.2	14.3	14.7				
2020	44.3	53.1	0.1	0.2	5.6	15.4				
2021	27.8	50.1	0.1	0.2	9.5	15.0				
2022	29.7	54.3	0.1	0.1	N/A	14.1				
2023	N/A	54.3	0.1	0.1	N/A	14.1				
2024	N/A	54.3	N/A	0.1	N/A	14.1				

¹ Public transit and rail passenger data is published by fiscal year. Fiscal year 2023 data was not available at time of publication.

² The Federal Aviation Administration data for 2022 was not available at time of publication.

³ The 2023 and 2024 projections are based on ridership returning to the number of passenger trips in 2018.

⁴ The 2024 projection was established by averaging the last three years.

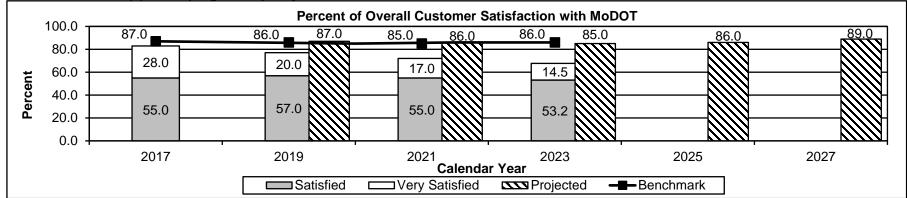
RANK: ____8 OF ___23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

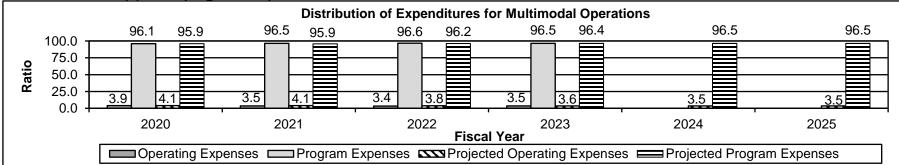
DI Name: Multimodal Operations Admin Expansion DI# 1605008 HB Section: 4.475

6b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. For 2023, the survey was offered through texts sent to randomly selected adult Missourians in each county to obtain a diverse sample across Missouri. Approximately 5,000 completed responses were obtained. The question surveyed was, "How satisfied are you with the job the Missouri Department of Transportation is doing?" The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2025 projection is equal to the 2023 benchmark score of 86 percent. The 2027 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2018, 2020 and 2022.

6c. Provide a measure(s) of the program's impact.



The operating expenses consist of the administration expenses of multimodal operations. The 2024 and 2025 projections were set by averaging the last three fiscal years.

RANK: ____8 OF ___23

Department of Transportation Budget Unit: Multimodal Operations

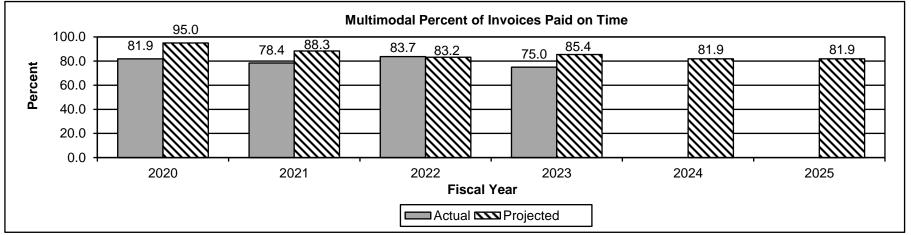
Division: Multimodal Operations

DI Name: Multimodal Operations Admin Expansion DI# 1605008 HB Section: 4.475

6d.

Provide a measure(s) of the program's efficiency. **Ratio of Multimodal Employees to Total Employees** 0.0100 0.0075 0.0075 0.0080 0.0059 0.0063 0.0059 0.0057 0.0060 0.0060 0.0058 0.0059 0.0060 0.0040 0.0020 0.0000 2021 2023 2024 2020 2022 2025 **Fiscal Year** Actual Projected

This chart shows the number of salaried multimodal employees compared to total salaried employees at MoDOT. Data is as of June 30th of each fiscal year. The projections are based on budgeted number of employees.



Timely is defined as a check or electronic payment issued less than 31 days from the date of the invoice. The additional staffing required to administer increases in federal funding has led to staffing shortages in certain areas. These staffing shortages have led to delays in invoices paid in 2021 and 2023. Additional staffing and funding in 2024 is expected to resolve these issues. The 2024 and 2025 projections are based on the percent of invoices paid on time returning to the number in fiscal year 2020.

	RANK: 8	OF <u>23</u>
Department of Transportation		Budget Unit: Multimodal Operations
Department of Transportation Division: Multimodal Operations		
DI Name: Multimodal Operations Admin Expansion D	I# 1605008	HB Section: 4.475
7. STRATEGIES TO ACHIEVE THE PERFORMANCE ME	ASUREMENT TARGETS	S:
7. STRATEGIES TO ACHIEVE THE PERFORMANCE ME This additional funding will allow the Multimodal Operations Missouri.	ASUREMENT TARGETS division to hire additional	resources to provide assistance to the multimodal programs within the state of

Page 457

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
MULTIMODAL OPERATIONS ADMIN								
Multimodal Ops Admin NDI - 1605008								
PROFESSIONAL SERVICES	0	0.00	0	0.00	400,000	0.00	400,000	0.00
TOTAL - EE	0	0.00	0	0.00	400,000	0.00	400,000	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$400,000	0.00	\$400,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$400,000	0.00	\$400,000	0.00

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Page 459

DECISION ITEM SUMMARY

GRAND TOTAL	\$287,926	0.00	\$1,078,134	0.00	\$1,078,134	0.00	\$1,078,134	0.00
TOTAL	287,926	0.00	1,078,134	0.00	1,078,134	0.00	1,078,134	0.00
TOTAL - TRF	287,926	0.00	1,078,134	0.00	1,078,134	0.00	1,078,134	0.00
AVIATION TRUST FUND	102,605	0.00	151,134	0.00	151,134	0.00	151,134	0.00
STATE TRANSPORTATION FUND	30,076	0.00	70,000	0.00	70,000	0.00	70,000	0.00
RAILROAD EXPENSE	91,453	0.00	690,000	0.00	690,000	0.00	690,000	0.00
FUND TRANSFERS MULTIMODAL OPERATIONS FEDERAL	63,792	0.00	167,000	0.00	167,000	0.00	167,000	0.00
CORE								
SUPPORT TO MULTIMODAL TRANSFER								
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Unit								

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CORE DECISION ITEM

Department of Transportation

Division: Multimodal Operations

Budget Unit: Multimodal Operations

Core: Support to Multimodal Division Transfer HB Section: 4.480

1. CORE FINANCIAL SUMMARY

	F	Y 2025 Budge	et Request		
	GR	Federal	Other	Total	
PS	0	0	0	0	PS
ΞE	0	0	0	0	EE
PSD	0	0	0	0	PSD
ΓRF	0	167,000	911,134	1,078,134	TRF
Γotal	0	167,000	911,134	1,078,134	Total
TE	0.00	0.00	0.00	0.00	FTE
HB 4	0	0	0	0	HB 4
HB 5	0	0	0	0	HB 5
Voto: Eringos h	udgeted in House	Dill E oyoont	for cortain fri	2000	Noto: Eringos

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: Railroad Expense Fund (0659), Aviation Trust Fund

(0952), State Transportation Fund (0675)

	FY 2025 Governor's Recommendation										
	GR	Federal	Other	Total							
PS	0	0	0	0							
EE	0	0	0	0							
PSD	0	0	0	0							
TRF	0	167,000	911,134	1,078,134							
Total	0	167,000	911,134	1,078,134							
FTE	0.00	0.00	0.00	0.00							
HB 4	0	0	0	0							
HB 5	0	0	0	0							
Alara Eduara		- D'II E		f							

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: Railroad Expense Fund (0659), Aviation Trust Fund (0952), State Transportation Fund (0675)

2. CORE DESCRIPTION

The Support to Multimodal Division Transfer appropriations reimburse the State Road Fund for the use of MoDOT employees and equipment funded by the State Road Fund in providing support to the Multimodal Division as it carries out its transportation responsibilities in the areas of aviation, railroads, transit, freight and waterways. Transfers are accounting entries only and will allow the Multimodal Division to reimburse the State Road Fund from other non-highway funds without double counting expenditures.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

119 public general aviation airports

32 general public transportation providers

199 elderly and disabled special transportation providers

17 Missouri port authorities and one three-state port commission

Passenger rail service between St. Louis and Kansas City

22 railroad companies which involve safety and highway related projects, including inspections and compliance resolutions for approximately 5,300 miles of track and over 6,500 public and private highway-rail crossings Three light rail operators

CORE DECISION ITEM

Department of Transportation Multimodal Operations **Budget Unit:** Division: Multimodal Operations Core: Support to Multimodal Division Transfer HB Section: 4.480

-	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.		Actual Expe	enditures (All Funds)
Appropriation (All Funds)	1,078,134	1,078,134	1,078,134	1,078,134	4 000 000			,
Less Reverted (All Funds) Less Restricted (All Funds)*	0	0	0	N/A N/A	1,000,000 T			
Budget Authority (All Funds)	1,078,134	1,078,134	1,078,134	N/A	800,000			
Actual Expenditures (All Funds) _ Jnexpended (All Funds)	326,276 751,858	255,584 822,550	287,926 790,208	N/A N/A	600,000			
- Jnexpended, by Fund:					400,000	326,276		
General Revenue	0	0	0	N/A	400,000		255,584	287 <u>,</u> 926
Federal	111,327	110,617	103,208	N/A	200,000			
Other	640,531	711,933	687,000	N/A	200,000			
					₀ ↓		,	
						FY 2021	FY 2022	FY 2023
*Current Year restricted amount i	s as of 7/1/23							

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION SUPPORT TO MULTIMODAL TRANSFER

5. CORE RECONCILIATION

	Budget							
	Class	FTE	GR		Federal	Other	Total	Ехр
TAFP AFTER VETOES								
	TRF	0.00		0	167,000	911,134	1,078,134	
	Total	0.00		0	167,000	911,134	1,078,134	- -
DEPARTMENT CORE REQUEST								-
	TRF	0.00		0	167,000	911,134	1,078,134	
	Total	0.00		0	167,000	911,134	1,078,134	- =
GOVERNOR'S RECOMMENDED	CORE							
	TRF	0.00		0	167,000	911,134	1,078,134	
	Total	0.00		0	167,000	911,134	1,078,134	-

Page 464

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC DOLLAR	GOV REC FTE
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE		
SUPPORT TO MULTIMODAL TRANSFER								
CORE								
TRANSFERS OUT	287,926	0.00	1,078,134	0.00	1,078,134	0.00	1,078,134	0.00
TOTAL - TRF	287,926	0.00	1,078,134	0.00	1,078,134	0.00	1,078,134	0.00
GRAND TOTAL	\$287,926	0.00	\$1,078,134	0.00	\$1,078,134	0.00	\$1,078,134	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$63,792	0.00	\$167,000	0.00	\$167,000	0.00	\$167,000	0.00
OTHER FUNDS	\$224,134	0.00	\$911,134	0.00	\$911,134	0.00	\$911,134	0.00

PROGRAM DESCRIPTION	I
Department of Transportation	HB Section(s): 4.480
Program Name: Support to Multimodal Division	. ,
Program is found in the following core budget(s): Support to Multimodal Division Transfer	

1a. What strategic priority does this program address?

Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

The Support to Multimodal Division Transfer appropriations reimburse the State Road Fund for the use of MoDOT employees and equipment funded by the State Road Fund in providing support to the Multimodal Division as it carries out its transportation responsibilities in the areas of aviation, railroads, transit, freight and waterways. Transfers are accounting entries only and will allow the Multimodal Division to reimburse the State Road Fund from other non-highway funds without double counting expenditures.

2a. Provide an activity measure(s) for the program.

This appropriation is needed solely for accounting purposes.

2b. Provide a measure(s) of the program's quality.

This appropriation is needed solely for accounting purposes.

2c. Provide a measure(s) of the program's impact.

This appropriation is needed solely for accounting purposes.

2d. Provide a measure(s) of the program's efficiency.

This appropriation is needed solely for accounting purposes.

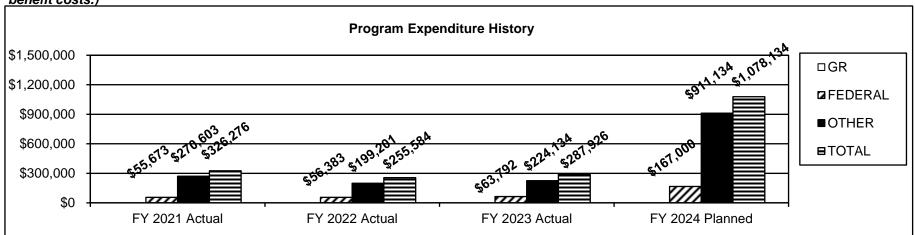
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Department of Transportation HB Section(s): 4.480

Program Name: Support to Multimodal Division

Program is found in the following core budget(s): Support to Multimodal Division Transfer

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

Railroad Expense Fund (0659), State Transportation Fund (0675) and Aviation Trust Fund (0952)

- 5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

 Article IV, Section 30(c), MO Constitution, Title 23 USC 130, Title 49 USC (various programs), 33.546, 226.225, 305.230 and 622.015, RSMo.
- 6. Are there federal matching requirements? If yes, please explain.

Depending on the program, administrative federal funds can require a match of up to 20 percent of state funds.

7. Is this a federally mandated program? If yes, please explain.

No

Page 467

GRAND TOTAL	9	0.00	\$1,000,000	0.00	\$1,000,000	0.00	\$1,000,000	0.00
TOTAL		0.00	1,000,000	0.00	1,000,000	0.00	1,000,000	0.00
TOTAL - PD		0.00	1,000,000	0.00	1,000,000	0.00	1,000,000	0.00
PROGRAM-SPECIFIC STATE TRANSPORT ASSIST REVOLV		0.00	1,000,000	0.00	1,000,000	0.00	1,000,000	0.00
CORE								
MULTIMODAL REVOLVING LOAN								
Budget Object Summary Fund	ACTUAL DOLLAR	ACTUAL FTE	BUDGET DOLLAR	BUDGET FTE	DEPT REQ DOLLAR	FTE	GOV REC DOLLAR	GOV REC FTE
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025 DEPT REQ	FY 2025	FY 2025
Budget Unit								

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CORE DECISION ITEM

Department of Transportation

Division: Multimodal Operations

Budget Unit: Multimodal Operations

Core: Multimodal State Transportation Assistance Revolving Loan (STAR)

HB Section: 4.485

1. CORE FINANCIAL SUMMARY

	FY	['] 2025 Budg	et Request		FY 202	25 Governor's	Recommend	ation
	GR	Federal	Other	Total	GR	Federal	Other	Total
PS	0	0	0	0	0	0	0	0
EE	0	0	0	0	0	0	0	0
PSD	0	0	1,000,000	1,000,000	0	0	1,000,000	1,000,000
TRF	0	0	0	0	0	0	0	0
Total	0	0	1,000,000	1,000,000	0	0	1,000,000	1,000,000
FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	0	0	0	0
HB 5	0	0	0	0	0	0	0	0
Note: Fringes b	udgeted in House	e Bill 5 excep	ot for certain	fringes	Fringes budgeted in Hou	se Bill 5 except	for certain frii	nges
budgeted directly	y to MoDOT, Hig	hway Patrol,	and Conserv	⁄ation.	ted directly to MoDOT, H	ighway Patrol, a	and Conserva	tion.
Other Funds: St	ate Transportation	on Assistance	e Revolving F	und (0841)	Funds: State Transporta	tion Assistance	Revolving Fu	nd (0841)

2. CORE DESCRIPTION

This appropriation is for the continuation of the program that provides loans to transportation organizations for non-highway transportation infrastructure. These loans are made from the State Transportation Assistance Revolving (STAR) loan fund. The program provides loans for the following:

- The planning, acquisition, development and construction of facilities for air, water, rail or public transportation;
- The purchase of vehicles for transportation of elderly and disabled persons; or
- The purchase of rolling stock for transit purposes.

The Governor's Recommendation is the same as the department's request.

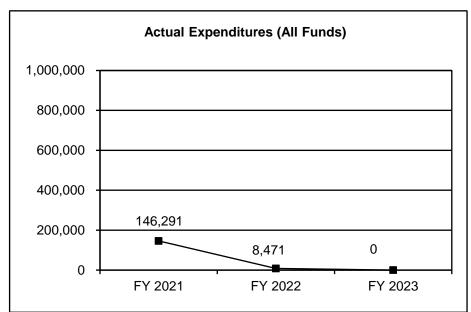
3. PROGRAM LISTING (list programs included in this core funding)

Current Outstanding STAR Loans									
Entity	Approval Date	Disbursement Date	Original Loan Amount	Actual Loan Amount Disbursed	Outstanding 6/30/2023	Term	Rate		
City of Maryville	9/2/2015	4/15/2016	\$493,216	\$343,179	\$146,005	10 years	1.98%		
City of Maryville	10/4/2017	11/15/2017	\$108,643	\$103,587	\$54,663	10 years	2.22%		
City of Brookfield and City of Marceline	11/2/2016	8/31/2017	\$690,000	\$677,018	\$139,542	15 years	2.80%		
City of Rolla	11/6/2019	9/8/2020	\$162,693	\$154,762	\$65,044	5 years	1.20%		

CORE DECISION ITEM

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	1,000,000	1,000,000	1,000,000	1,000,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	1,000,000	1,000,000	1,000,000	N/A
Actual Expenditures (All Funds)	146,291	8,471	0	N/A
Unexpended (All Funds)	853,709	991,529	1,000,000	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	853,709	991,529	1,000,000	N/A
	(1)	(1)	(1)	



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Expenditures occur when borrowers draw down funds on approved loans for projects.

^{*}Current Year restricted amount is as of 7/1/23.

MO DEPT. OF TRANSPORTATION
MULTIMODAL REVOLVING LOAN

	Budget							
	Class	FTE	GR		Federal	Other	Total	E
TAFP AFTER VETOES								
	PD	0.00		0	0	1,000,000	1,000,000)
	Total	0.00		0	0	1,000,000	1,000,000	_) _
DEPARTMENT CORE REQUEST								
	PD	0.00		0	0	1,000,000	1,000,000)
	Total	0.00		0	0	1,000,000	1,000,000	-) =
GOVERNOR'S RECOMMENDED	CORE							
	PD	0.00		0	0	1,000,000	1,000,000)
	Total	0.00		0	0	1,000,000	1,000,000)

Page 472

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
MULTIMODAL REVOLVING LOAN								
CORE								
PROGRAM DISTRIBUTIONS	0	0.00	1,000,000	0.00	1,000,000	0.00	1,000,000	0.00
TOTAL - PD	0	0.00	1,000,000	0.00	1,000,000	0.00	1,000,000	0.00
GRAND TOTAL	\$0	0.00	\$1,000,000	0.00	\$1,000,000	0.00	\$1,000,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$0	0.00	\$1,000,000	0.00	\$1,000,000	0.00	\$1,000,000	0.00

Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan Department of Transportation

HB Section(s): 4.485

Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

1a. What strategic priority does this program address?

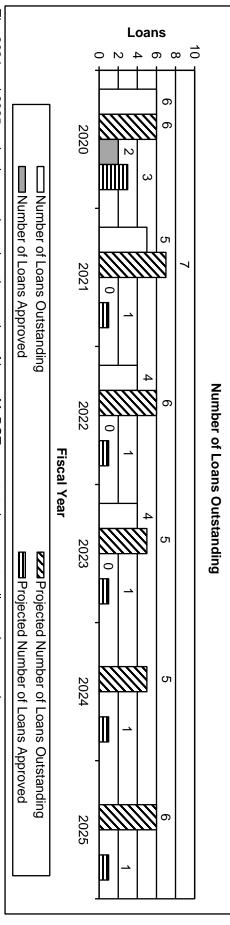
Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

Assistance Revolving (STAR) loan fund. The program provides loans for the following: This program provides loans to transportation organizations for non-highway transportation infrastructure. These loans are made from the State Transportation

- The planning, acquisition, development and construction of facilities for air, water, rail or public transportation;
- The purchase of vehicles for transportation of elderly and disabled persons; or
- The purchase of rolling stock for transit purposes.

2a. Provide an activity measure(s) for the program.



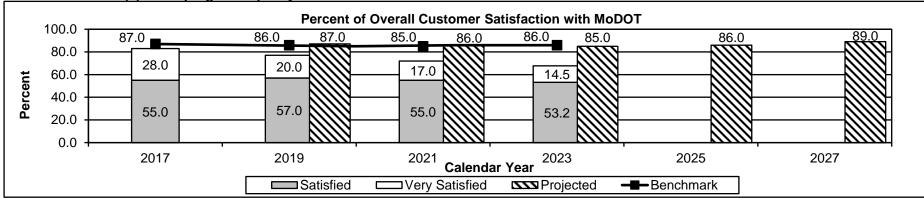
The 2024 and 2025 projections are based on the number of loans MoDOT expects to have outstanding and approved

Department of Transportation HB Section(s): 4.485

Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan

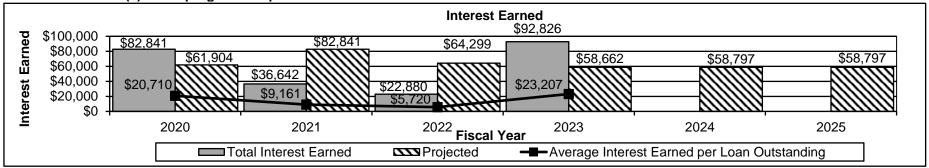
Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. For 2023, the survey was offered through texts sent to randomly selected adult Missourians in each county to obtain a diverse sample across Missouri. Approximately 5,000 completed responses were obtained. The question surveyed was, "How satisfied are you with the job the Missouri Department of Transportation is doing?" The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2025 projection is equal to the 2023 benchmark score of 86 percent. The 2027 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2018, 2020 and 2022.

2c. Provide a measure(s) of the program's impact.



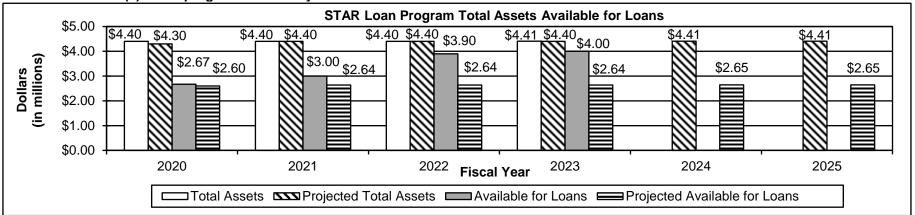
The high earnings for fiscal years 2020 and 2023 are due to higher interest rates. The low earnings for fiscal years 2021 and 2022 are due to lower interest rates. The 2024 and 2025 projections are based on the average of the past four years of interest earned.

Department of Transportation HB Section(s): 4.485

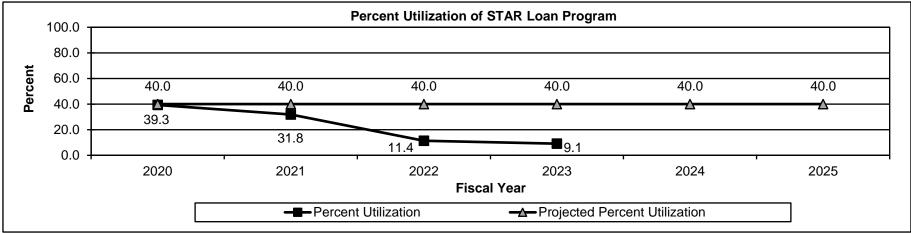
Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan

Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

2d. Provide a measure(s) of the program's efficiency.



The 2024 and 2025 projections for total assets are based on the total assets in 2023. The 2024 and 2025 projections for assets available for loans are based on the department's goal of 40 percent utilization.



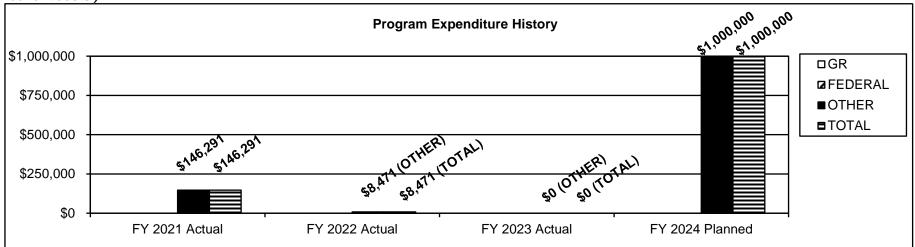
The 2024 and 2025 projections are based on the department's desired goal of 40 percent utilization.

Department of Transportation HB Section(s): 4.485

Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan

Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

State Transportation Assistance Revolving Fund (0841)

- 5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

 Article IV, Section 30(c), MO Constitution and 226.191, RSMo.
- 6. Are there federal matching requirements? If yes, please explain.
- 7. Is this a federally mandated program? If yes, please explain.

No

Page 477

GRAND TOTAL	\$8,500,875	0.00	\$11,710,875	0.00	\$11,710,875	0.00	\$11,710,875	0.00
TOTAL	8,500,875	0.00	11,710,875	0.00	11,710,875	0.00	11,710,875	0.00
TOTAL - PD	8,500,875	0.00	11,710,875	0.00	11,710,875	0.00	11,710,875	0.00
STATE TRANSPORTATION FUND	1,710,875	0.00	1,710,875	0.00	1,710,875	0.00	1,710,875	0.00
PROGRAM-SPECIFIC GENERAL REVENUE	6,790,000	0.00	10,000,000	0.00	10,000,000	0.00	10,000,000	0.00
CORE								
TRANSIT FUNDS FOR STATE								
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Unit								

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Total

0.00

0

FY 2025 Governor's Recommendation

0

0

0.00

Other

0

0

0

0.00

1,710,875 11,710,875

1,710,875 11,710,875

Federal

GR

10,000,000

10,000,000

0

0.00

Note: Fringes budgeted in House Bill 5 except for certain fringes

budgeted directly to MoDOT, Highway Patrol, and Conservation.

CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Transit Funds for State	HB Section:	4.490
4 CODE EINANCIAL CUMMADY		

PS

EE

PSD

TRF

Total FTE

HB 4

HB 5

1. CORE FINAN	1. CORE FINANCIAL SUMMARY							
		FY 2025 Budget Request						
	GR	GR Federal Other						
PS	0	0	0	0				
EE	0	0	0	0				
PSD	10,000,000	0	1,710,875	11,710,875				
TRF	0	0	0	0				
Total	10,000,000	0	1,710,875	11,710,875				
FTE	0.00	0.00	0.00	0.00				
HB 4	0	0	0	0				
HB 5	0	0	0	0				
Note: Fringes b	udaeted in House	e Bill 5 except	for certain fring	es budaeted				

directly to MoDOT, Highway Patrol, and Conservation.

State Transportation Fund (0675) State Transportation Fund (0675) Other Funds: Other Funds:

2. CORE DESCRIPTION

This state funded program provides operating assistance to 32 public transportation providers. Passenger fares cover less than 20 percent of the direct operating cost to provide transit mobility services. Actual allocation amounts will be dependent on the total number of grant applications received as well as any new qualified applicants that might enter the program for the first time in fiscal year 2025. The funding helps maintain some level of assistance to the public transportation providers in Missouri.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

Once the applications are received, grants will be awarded according to the specified criteria in 7 CSR 10-7.030. The program listing below shows the allocations for fiscal year 2024. The program listing for 2025 will not be available until fall of 2024.

Public Transit Provider	Total Amount	Public Transit Provider	Total Amount
Bi-State Metro (St. Louis)	\$4,951,770	Cape Girardeau County Transit Authority	\$73,985
City of St. Charles	\$56,799	City of Columbia	\$185,702
City of Independence	\$105,206	City of Jefferson	\$68,478
KCATA (Kansas City)	\$2,133,064	City of Joplin	\$74,987
Kansas City Streetcar	\$431,797	City of St. Joseph	\$178,841
Springfield (City Utilities)	\$297,528	Sub-Total Small Urban	\$581,993
Sub-Total Large Metro Areas	\$7,976,163		

CORE DECISION ITEM

Department of Transportation		Budget Unit: Multimodal Operations
Division: Multimodal Operations	_	
Core: Transit Funds for State	- -	HB Section: 4.490
Public Transportation Provider	Total Amount	
Cape Girardeau County Transit Authority (rural		
City of Bloomfield	\$7,257	
City of Carthage	\$14,165	
City of Clinton	\$14,395	
City of Eldorado Springs	\$10,532	
City of Excelsior Springs	\$15,431	
City of Houston	\$8,480	
City of Lamar	\$10,731	
City of Mt. Vernon	\$10,742	
City of Nevada	\$10,978	
City of New Madrid	\$9,296	
City of West Plains	\$16,406	
Dunklin County Transit Service, Inc.	\$30,699	
Licking Bridge Builders	\$7,499	
Macon Area Chamber of Commerce	\$6,953	
Mississippi County Transit System	\$19,781	
OATS, Inc. (rural)	\$2,033,799	
Ray County Transportation	\$49,673	
Ripley County Transit	\$20,800	
Scott County Transportation System	\$20,035	
SERVE	\$44,319	
SMTS, Inc.	\$430,185	
Sub-Total Rural Transit	\$2,852,719	
Total	\$11,410,875	
1000	•••••••••••••••••••••••••••••••••••••	

CORE DECISION ITEM

Department of Transportation

Division: Multimodal Operations

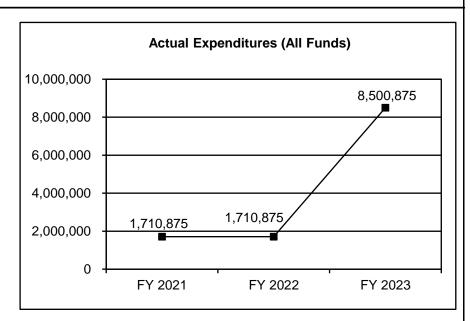
Core: Transit Funds for State

Budget Unit: Multimodal Operations

HB Section: 4.490

4. FINANCIAL HISTORY

_	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds) Less Reverted (All Funds) Less Restricted (All Funds)*	1,710,875 0	1,710,875 0	8,710,875 (210,000)	11,710,875 (300,000) N/A
Budget Authority (All Funds)	1,710,875	1,710,875	8,500,875	N/A
Actual Expenditures (All Funds) Unexpended (All Funds)	1,710,875 0	1,710,875 0	8,500,875 0	N/A N/A
Unexpended, by Fund: General Revenue Federal Other	0 0 0	0 0 0	0 0 0	N/A N/A N/A



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

^{*}Current Year restricted amount is as of 7/1/23.

MO DEPT. OF TRANSPORTATION

TRANSIT FUNDS FOR STATE

	Budget						
	Class	FTE	GR	Federal	Other	Total	E
TAFP AFTER VETOES							
	PD	0.00	10,000,000	0	1,710,875	11,710,875	
	Total	0.00	10,000,000	0	1,710,875	11,710,875	-
DEPARTMENT CORE REQUEST							-
	PD	0.00	10,000,000	0	1,710,875	11,710,875	
	Total	0.00	10,000,000	0	1,710,875	11,710,875	_
GOVERNOR'S RECOMMENDED	CORE						
	PD	0.00	10,000,000	0	1,710,875	11,710,875	
	Total	0.00	10,000,000	0	1,710,875	11,710,875	_

Page 483

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
TRANSIT FUNDS FOR STATE								
CORE								
PROGRAM DISTRIBUTIONS	8,500,875	0.00	11,710,875	0.00	11,710,875	0.00	11,710,875	0.00
TOTAL - PD	8,500,875	0.00	11,710,875	0.00	11,710,875	0.00	11,710,875	0.00
GRAND TOTAL	\$8,500,875	0.00	\$11,710,875	0.00	\$11,710,875	0.00	\$11,710,875	0.00
GENERAL REVENUE	\$6,790,000	0.00	\$10,000,000	0.00	\$10,000,000	0.00	\$10,000,000	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$1,710,875	0.00	\$1,710,875	0.00	\$1,710,875	0.00	\$1,710,875	0.00

PROGRAM DESCRIPTION	
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Department of Transportation HB Section(s): 4.490

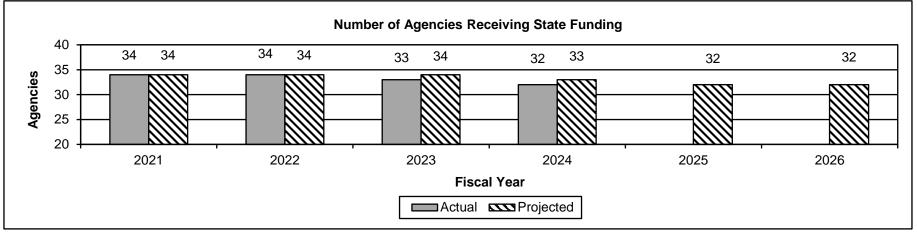
Program Name: Transit Funds for State

Program is found in the following core budget(s): Transit Funds for State

1b. What does this program do?

This state funded program provides operating assistance to 32 public transportation providers. Passenger fares cover less than 20 percent of the direct operating cost to provide transit mobility services. Actual allocation amounts will be dependent on the total number of grant applications received as well as any new qualified applicants that might enter the program for the first time in fiscal year 2024. The funding helps maintain some level of assistance to the public transportation providers in Missouri.

2a. Provide an activity measure(s) for the program.



The 2025 and 2026 projections are based on the number of agencies receiving funding currently in 2024.

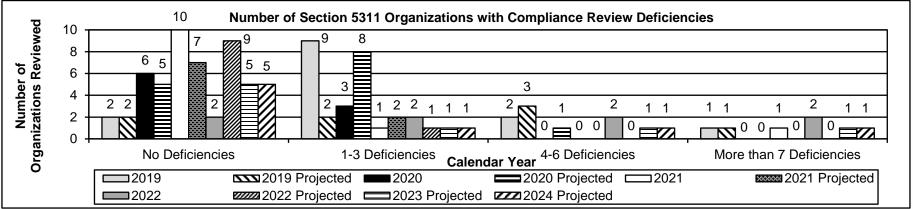
Department of Transportation

HB Section(s): 4.490

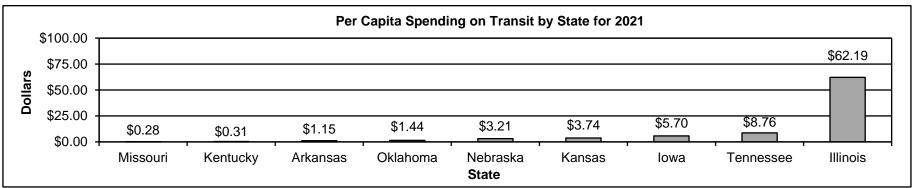
Program Name: Transit Funds for State

Program is found in the following core budget(s): Transit Funds for State

2b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.



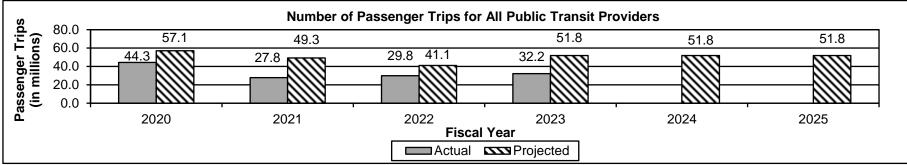
Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

Department of Transportation HB Section(s): 4.490

Program Name: Transit Funds for State

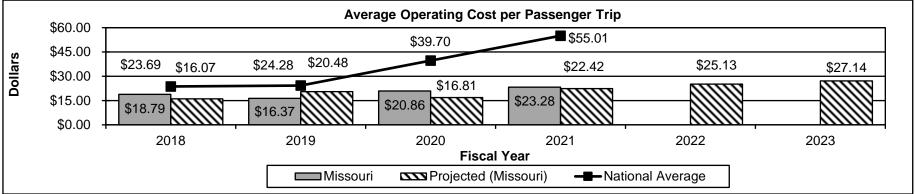
Program is found in the following core budget(s): Transit Funds for State

2c. Provide a measure(s) of the program's impact.



This graph includes public transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2020 and 2021, ridership declined significantly due to the COVID-19 pandemic. Fiscal year 2022 and 2023 ridership has not returned to pre-pandemic levels and public transit providers had to reduce service due to driver shortages. The 2024 and 2025 projections are based on ridership returning to the number of passenger trips in 2019.

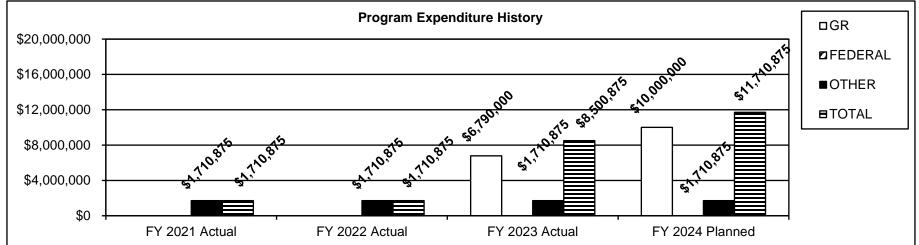
2d. Provide a measure(s) of the program's efficiency.



Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. This data is from the National Transit Database administered by the Federal Transit Administration and data for 2022 was not available at time of publication. The fiscal year 2022 and 2023 projections are based on average growth from 2018 to 2021.

PROGRAM D	DESCRIPTION
Department of Transportation	HB Section(s): 4.490
Program Name: Transit Funds for State	
Program is found in the following core budget(s): Transit Funds for State	
_	

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds? State Transportation Fund (0675)

- 5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.) Article IV, Section 30(c), MO Constitution, 226.195 and 226.225, RSMo.
- 6. Are there federal matching requirements? If yes, please explain.
- 7. Is this a federally mandated program? If yes, please explain.

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Page 489

Budget Unit									
Decision Item	FY 2023	FY 202	3 FY 2024		FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUA	L BUDGET		BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR		FTE	DOLLAR	FTE	DOLLAR	FTE
FEDERAL TRANSIT ASSIST									
CORE									
EXPENSE & EQUIPMENT									
MULTIMODAL OPERATIONS FEDERAL		0	0.00	0	0.00	840,000	0.00	840,000	0.00
TOTAL - EE		0	0.00	0	0.00	840,000	0.00	840,000	0.00
PROGRAM-SPECIFIC									
MULTIMODAL OPERATIONS FEDERAL		0	0.00	0	0.00	60,360,000	0.00	60,360,000	0.00
MODOT FEDERAL STIMULUS		0	0.00	0	0.00	10,000,000	0.00	10,000,000	0.00
MODOT FEDERAL STIM 2021 FUND		0	0.00	0	0.00	9,328,467	0.00	9,328,467	0.00
TOTAL - PD		0	0.00	0	0.00	79,688,467	0.00	79,688,467	0.00
TOTAL		0	0.00	0	0.00	80,528,467	0.00	80,528,467	0.00
Public Transit Grants NDI - 1605007									
PROGRAM-SPECIFIC									
MULTIMODAL OPERATIONS FEDERAL		0	0.00	0	0.00	9,000,000	0.00	9,000,000	0.00
TOTAL - PD		0	0.00	0	0.00	9,000,000	0.00	9,000,000	0.00
TOTAL		0	0.00	0	0.00	9,000,000	0.00	9,000,000	0.00
Bus and Bus Facilities NDI - 1605013									
PROGRAM-SPECIFIC									
MULTIMODAL OPERATIONS FEDERAL		0	0.00	0	0.00	500,000	0.00	500,000	0.00
TOTAL - PD		0	0.00	0	0.00	500,000	0.00	500,000	0.00
TOTAL		0	0.00	0	0.00	500,000	0.00	500,000	0.00
GRAND TOTAL	\$	0	0.00	\$0	0.00	\$90,028,467	0.00	\$90,028,467	0.00

Page 490

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
CAPITAL IMPR - SEC 5310 (16)								
CORE								
EXPENSE & EQUIPMENT								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	300,000	0.00	(0.00	0	0.00
TOTAL - EE	0	0.00	300,000	0.00		0.00	0	0.00
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	593,294	0.00	14,000,000	0.00	(0.00	0	0.00
TOTAL - PD	593,294	0.00	14,000,000	0.00		0.00	0	0.00
TOTAL	593,294	0.00	14,300,000	0.00		0.00	0	0.00
GRAND TOTAL	\$593,294	0.00	\$14,300,000	0.00	\$	0.00	\$0	0.00

Page 491

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
RURAL FORMULA TRANSIT GRANTS								
CORE								
EXPENSE & EQUIPMENT								
MULTIMODAL OPERATIONS FEDERAL	877,160	0.00	510,645	0.00	(0.00	0	0.00
TOTAL - EE	877,160	0.00	510,645	0.00		0.00	0	0.00
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	13,021,257	0.00	30,489,355	0.00	(0.00	0	0.00
MODOT FEDERAL STIMULUS	14,003,008	0.00	18,000,000	0.00	(0.00	0	0.00
MODOT FEDERAL STIM 2021 FUND	3,575,224	0.00	12,903,690	0.00	(0.00	0	0.00
TOTAL - PD	30,599,489	0.00	61,393,045	0.00	(0.00	0	0.00
TOTAL	31,476,649	0.00	61,903,690	0.00	0	0.00	0	0.00
GRAND TOTAL	\$31,476,649	0.00	\$61,903,690	0.00	\$0	0.00	\$0	0.00

Page 492

GRAND TOTAL	\$31,639	0.00	\$1,000,000	0.00	\$0	0.00	\$0	0.00
TOTAL	31,639	0.00	1,000,000	0.00	0	0.00	0	0.00
TOTAL - PD	31,639	0.00	1,000,000	0.00	0	0.00	0	0.00
PROGRAM-SPECIFIC MULTIMODAL OPERATIONS FEDERAL	31,639	0.00	1,000,000	0.00	0	0.00	0	0.00
CORE								
CAP GRANTS-SEC 5309 (SEC 3)								
Budget Unit Decision Item Budget Object Summary Fund	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT REQ DOLLAR	FY 2025 DEPT REQ FTE	FY 2025 GOV REC DOLLAR	FY 2025 GOV REC FTE

Page 493

GRAND TOTAL	\$149,859	0.00	\$1,500,000	0.00	\$0	0.00	\$0	0.00
TOTAL	149,859	0.00	1,500,000	0.00	0	0.00	0	0.00
TOTAL - PD	149,859	0.00	1,500,000	0.00	0	0.00	0	0.00
PROGRAM-SPECIFIC MULTIMODAL OPERATIONS FEDERAL	149,859	0.00	1,500,000	0.00	0	0.00	0	0.00
PLANNING GRANTS-SEC 5303 (8) CORE								
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
Decision Item Budget Object Summary	FY 2023 ACTUAL	FY 2023 ACTUAL	FY 2024 BUDGET	FY 2024 BUDGET	FY 2025 DEPT REQ	FY 2025 DEPT REQ	FY 2025 GOV REC	FY 2025 GOV REC
Budget Unit								

Page 494

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
BUS & BUS FACILITY TRNSIT GRNT								
CORE								
EXPENSE & EQUIPMENT								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	29,355	0.00	0	0.00	0	0.00
TOTAL - EE	0	0.00	29,355	0.00	0	0.00	0	0.00
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	1,182,312	0.00	13,870,645	0.00	0	0.00	0	0.00
TOTAL - PD	1,182,312	0.00	13,870,645	0.00	0	0.00	0	0.00
TOTAL	1,182,312	0.00	13,900,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$1,182,312	0.00	\$13,900,000	0.00	\$0	0.00	\$0	0.00

CORE DECISION ITEM

•		epartment of Transportation				perations			
n: Multimodal Operations Federal Transit Assistance		HB Section:	4.495						
AL SUMMAR	Υ								
	FY 2025 Budge	et Request		FY 2025 Governor's Recommendation					
GR	Federal	Other	Total		GR	Federal	Other	Total	
0	0	0	0	PS	0	0	0	0	
0	840,000	0	840,000	EE	0	840,000	0	840,000	
0	79,688,467	0	79,688,467	PSD	0	79,688,467	0	79,688,467	
0	0	0	0	TRF	0	0	0	0	
0	80,528,467	0	80,528,467	Total	0	80,528,467	0	80,528,467	
0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00	
0	0	0	0	HB 4	0	0	0	0	
0	0	0	0	HB 5	0	0	0	0	
•	•	_	ges budgeted	_	-			-	
				Other Funds:					
				Notes:					
7	GR 0 0 0 0 0 0 0.00 0 one teted in House	GR Federal 0 0 0 840,000 0 79,688,467 0 0 0 80,528,467 0 0 <	FY 2025 Budget Request GR Federal Other 0	FY 2025 Budget Request GR Federal Other Total	FY 2025 Budget Request GR Federal Other Total	FY 2025 Budget Request GR Federal Other Total Other Total Other Othe	FY 2025 Budget Request FY 2025 Governor's GR Federal Other Total GR Federal Other Total Other Other	FY 2025 Budget Request GR Federal Other Total GR Federal Other	

2. CORE DESCRIPTION

This program provides federal funding to support the public transit system by providing planning, capital and operating assistance to transit providers throughout the state of Missouri. Most of this funding is granted to providers through an application or formula process.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs Included in this core funding)

This funding includes the following transit programs:

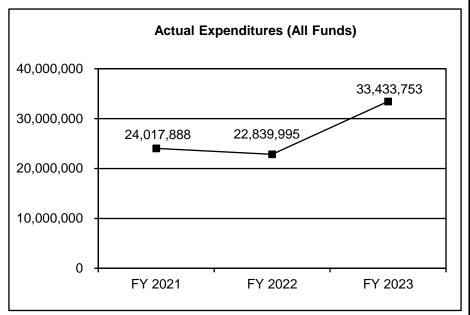
Capital Improvement for Elderly Transit Section 5310 Formula Transit Grants for Rural Areas National Discretionary Capital Grants Section 5309 Metropolitan & Statewide Planning Grants Section 5303 and 5304 Bus and Bus Facility Transit Grants

CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Federal Transit Assistance	HB Section:	4.495

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	116,220,760	116,420,760	135,874,450	92,603,690
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	116,220,760	116,420,760	135,874,450	N/A
Actual Expenditures (All Funds)	24,017,888	22,839,995	33,433,753	N/A
Unexpended (All Funds)	92,202,872	93,580,765	102,440,697	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	92,202,872	93,580,765	102,440,697	N/A
Other	0	0	0	N/A
	(1), (2)	(1), (2)	(1), (2)	



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

- (1) Multi-year grants carry forward to future years.
- (2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but would not pay out until the following fiscal year. The following table breaks out these amounts by fiscal year.

	FY 2021	FY 2022	FY 2023
Purchase Orders	\$38.7 million	\$38.9 million	\$21.9 million

^{*}Current Year restricted amount is as of 7/1/23.

MO DEPT. OF TRANSPORTATION

FEDERAL TRANSIT ASSIST

		Budget		0.0		F	Other		Total	Providence Management
	_	Class	FTE	GR		Federal	Other		Total	Explanation
DEPARTMENT CORE ADJUS	STMEN	TS								
Core Reallocation [#504]	EE	0.00	(0	840,000		0	840,000	Reallocation of federal transit to one budget unit
Core Reallocation [#504]	PD	0.00	(0	79,688,467		0	79,688,467	Reallocation of federal transit to one budget unit
NET DEPARTME	ENT CH	IANGES	0.00	(0	80,528,467		0	80,528,467	
DEPARTMENT CORE REQU	EST									
		EE	0.00	(0	840,000		0	840,000	
		PD	0.00		0	79,688,467		0	79,688,467	
	_	Total	0.00		0	80,528,467		0	80,528,467	
GOVERNOR'S RECOMMENI	DED CO	ORE								
		EE	0.00	(0	840,000		0	840,000	
		PD	0.00	(0	79,688,467		0	79,688,467	
	_	Total	0.00		0	80,528,467		0	80,528,467	

MO DEPT. OF TRANSPORTATION

CAPITAL IMPR - SEC 5310 (16)

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								•
TAIT AITEILVETOES		EE	0.00	(300,000	0	300,000	
		PD	0.00	(•	0	-	
		Total	0.00	C	14,300,000	0	14,300,000	-
DEPARTMENT CORE AD	JUSTME	NTS						-
Core Reallocation	[#492]	EE	0.00	((300,000)	0	(300,000)	Reallocation of federal transit to one budget unit
Core Reallocation	[#492]	PD	0.00	((14,000,000)	0	(14,000,000)	Reallocation of federal transit to one budget unit
NET DEPART	TMENT C	HANGES	0.00	C	(14,300,000)	0	(14,300,000)	
DEPARTMENT CORE RE	QUEST							
		EE	0.00	(0	0	0	
		PD	0.00	(0	0	0	
		Total	0.00	C	0	0	0	-
GOVERNOR'S RECOMM	ENDED C	ORE						
		EE	0.00	(0	0	0	
		PD	0.00	(0	0	0	
		Total	0.00	(0	0	0	<u>-</u>

MO DEPT. OF TRANSPORTATION RURAL FORMULA TRANSIT GRANTS

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							C 2 2 2 2
	EE	0.00	0	510,645	0	510,645	
	PD	0.00	0	61,393,045	0	61,393,045	
	Total	0.00	0	61,903,690	0	61,903,690	<u>.</u>
DEPARTMENT CORE ADJUSTM	IENTS						•
Core Reduction [#56	2] PD	0.00	0	(11,575,223)	0	(11,575,223)	Rural Formula Transit Grants reduction for prior year expenditures
Core Reallocation [#47	0] EE	0.00	0	160,996	0	160,996	BOBC reallocation based on historical actual expenditures
Core Reallocation [#47	0] PD	0.00	0	(160,996)	0	(160,996)	BOBC reallocation based on historical actual expenditures
Core Reallocation [#49	6] EE	0.00	0	(671,641)	0	(671,641)	Reallocation of federal transit to one budget unit
Core Reallocation [#49	6] PD	0.00	0	(49,656,826)	0	(49,656,826)	Reallocation of federal transit to one budget unit
NET DEPARTMENT	CHANGES	0.00	0	(61,903,690)	0	(61,903,690)	
DEPARTMENT CORE REQUES	Г						
	EE	0.00	0	0	0	0	
	PD	0.00	0	0	0	0	
	Total	0.00	0	0	0	0	:
GOVERNOR'S RECOMMENDE	CORE						
	EE	0.00	0	0	0	0	
	PD	0.00	0	0	0	0	
	Total	0.00	0	0	0	0	

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

CAP GRANTS-SEC 5309 (SEC 3)

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation		
TAFP AFTER VETOES							•		
TAIT ATTEN VETOLS	PD	0.00	0	1,000,000	0	1,000,000			
	Total	0.00	0	1,000,000	0	1,000,000	•		
DEPARTMENT CORE ADJUSTN	IENTS						5		
Core Reallocation [#49		0.00	0	(1,000,000)	0	(1,000,000)	Reallocation of federal transit to one budget unit		
NET DEPARTMENT	CHANGES	0.00	0	(1,000,000)	0	(1,000,000)	_		
DEPARTMENT CORE REQUES	Г								
	PD	0.00	0	0	0	0			
	Total	0.00	0	0	0	0			
GOVERNOR'S RECOMMENDED CORE									
	PD	0.00	0	0	0	0			
	Total	0.00	0	0	0	0			

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

PLANNING GRANTS-SEC 5303 (8)

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation			
TAFP AFTER VETOES										
	PD	0.00	0	1,500,000	0	1,500,000				
	Total	0.00	0	1,500,000	0	1,500,000				
DEPARTMENT CORE ADJUSTM	ENTS									
Core Reallocation [#501] PD	0.00	0	(1,500,000)	0	(1,500,000)	Reallocation of federal transit to one budget unit			
NET DEPARTMENT	CHANGES	0.00	0	(1,500,000)	0	(1,500,000)	_			
DEPARTMENT CORE REQUEST										
	PD	0.00	0	0	0	0				
	Total	0.00	0	0	0	0				
GOVERNOR'S RECOMMENDED CORE										
	PD	0.00	0	0	0	0				
	Total	0.00	0	0	0	0				

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION BUS & BUS FACILITY TRNSIT GRNT

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES				<u> </u>	- Odorai	<u> </u>	Total	Explanation
TAFF AFTER VETOES		EE	0.00	(29,355	0	29,355	
		PD	0.00	(13,870,645	0	•	
		Total	0.00	(13,900,000	0	13,900,000	- -
DEPARTMENT CORE AD	JUSTME	NTS						
1x Expenditures	[#556]	PD	0.00	((500,000)	0	(500,000)	Bus & Bus Facilities NDI one-time appropriation authority
Core Reallocation	[#474]	EE	0.00	((29,355)	0	(29,355)	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#474]	PD	0.00	(29,355	0	29,355	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#502]	PD	0.00	(0 (13,400,000)	0	(13,400,000)	Reallocation of federal transit to one budget unit
NET DEPAR	TMENT C	HANGES	0.00	(0 (13,900,000)	0	(13,900,000)	
DEPARTMENT CORE RE	QUEST							
		EE	0.00	(0	0	0	
		PD	0.00		0	0	0) -
		Total	0.00		0	0	0) =
GOVERNOR'S RECOMM	ENDED (CORE						
		EE	0.00	(0	0	0	
		PD	0.00	(0	0	0	<u> </u>
		Total	0.00		0	0	0) =

Page 503

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FEDERAL TRANSIT ASSIST								
CORE								
PROFESSIONAL DEVELOPMENT	(0.00	0	0.00	16,000	0.00	16,000	0.00
PROFESSIONAL SERVICES	(0.00	0	0.00	824,000	0.00	824,000	0.00
TOTAL - EE	C	0.00	0	0.00	840,000	0.00	840,000	0.00
PROGRAM DISTRIBUTIONS	(0.00	0	0.00	79,520,467	0.00	79,520,467	0.00
REFUNDS	(0.00	0	0.00	168,000	0.00	168,000	0.00
TOTAL - PD	C	0.00	0	0.00	79,688,467	0.00	79,688,467	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$80,528,467	0.00	\$80,528,467	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$80,528,467	0.00	\$80,528,467	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

Page 504

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
CAPITAL IMPR - SEC 5310 (16)								
CORE								
PROFESSIONAL SERVICES	0	0.00	300,000	0.00	0	0.00	0	0.00
TOTAL - EE	0	0.00	300,000	0.00	0	0.00	0	0.00
PROGRAM DISTRIBUTIONS	593,294	0.00	14,000,000	0.00	0	0.00	0	0.00
TOTAL - PD	593,294	0.00	14,000,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$593,294	0.00	\$14,300,000	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$593,294	0.00	\$14,300,000	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

Page 505

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
RURAL FORMULA TRANSIT GRANTS								
CORE								
PROFESSIONAL DEVELOPMENT	0	0.00	14,867	0.00	0	0.00	0	0.00
PROFESSIONAL SERVICES	877,160	0.00	495,778	0.00	0	0.00	0	0.00
TOTAL - EE	877,160	0.00	510,645	0.00	0	0.00	0	0.00
PROGRAM DISTRIBUTIONS	30,599,489	0.00	61,232,049	0.00	0	0.00	0	0.00
REFUNDS	0	0.00	160,996	0.00	0	0.00	0	0.00
TOTAL - PD	30,599,489	0.00	61,393,045	0.00	0	0.00	0	0.00
GRAND TOTAL	\$31,476,649	0.00	\$61,903,690	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$31,476,649	0.00	\$61,903,690	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

Page 506

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
CAP GRANTS-SEC 5309 (SEC 3)								
CORE								
PROGRAM DISTRIBUTIONS	31,639	0.00	1,000,000	0.00	0	0.00	0	0.00
TOTAL - PD	31,639	0.00	1,000,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$31,639	0.00	\$1,000,000	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$31,639	0.00	\$1,000,000	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

Page 507

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
PLANNING GRANTS-SEC 5303 (8)								
CORE								
PROGRAM DISTRIBUTIONS	149,859	0.00	1,500,000	0.00	0	0.00	0	0.00
TOTAL - PD	149,859	0.00	1,500,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$149,859	0.00	\$1,500,000	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$149,859	0.00	\$1,500,000	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

Page 508

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
BUS & BUS FACILITY TRNSIT GRNT								
CORE								
PROFESSIONAL DEVELOPMENT	0	0.00	1,133	0.00	0	0.00	0	0.00
PROFESSIONAL SERVICES	0	0.00	28,222	0.00	0	0.00	0	0.00
TOTAL - EE	0	0.00	29,355	0.00	0	0.00	0	0.00
PROGRAM DISTRIBUTIONS	1,182,312	0.00	13,863,641	0.00	0	0.00	0	0.00
REFUNDS	0	0.00	7,004	0.00	0	0.00	0	0.00
TOTAL - PD	1,182,312	0.00	13,870,645	0.00	0	0.00	0	0.00
GRAND TOTAL	\$1,182,312	0.00	\$13,900,000	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$1,182,312	0.00	\$13,900,000	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

Department of Transportation

HB Section(s): 4.495

Program Name: CI - Elderly & Disab. Transit Sec. 5310

Program is found in the following core budget(s): Federal Transit Assistance

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

The Federal Transit Administration's Section 5310 formula grants provide capital and operating assistance to transportation service providers serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. MoDOT administers the Section 5310 program as a capital and operating program for such agencies as developmental disability resource boards (Senate Bill 40 boards), sheltered workshops, senior citizen services boards (House Bill 351 boards), senior centers, as well as, not-for-profit medical service agencies. Projects funded under this program must be derived from a locally developed Coordinated Public Transit - Human Services Transportation Plan. Funding is based on yearly applications submitted to MoDOT.

Eligible organizations:

Access II Independent Living Center Adult Activity Personal Training, Inc.

All About Family 1

Alternative Community Training

Amanda Luckett Murphy Hopewell Center Audrain Developmental Disability Services Arthur Center - East Central Missouri BHS, Inc.

Barry-Lawrence Developmental Center Big Spring Sheltered Workshop, Inc. Boonslick Regional Planning Commission

Bootheel Counseling Services

Bootheel Regional Planning Commission

Cape Girardeau Community Sheltered Workshop, Inc.

Cape Girardeau County Transit Authority

Cardinal Ritter Senior Services Casco Area Workshop, Inc.

Center for the Developmentally Disabled

Center for Head Injury Services Center for Human Services

Champ Clark Associates for Challenged Citizens

Chariton County Sheltered Workshop

Choices for People Center for Citizens with Disabilities, Inc.

City of Bellefontaine Neighbors

City of Hazelwood

City of Jefferson, Missouri/Jefftran

City of Jennings City of Maplewood City of St Charles City of Sugar Creek City Seniors, Inc.

Clinco Sheltered Industries Cole County Residential Services Community Counseling Center

Community Living, Inc.

Community Opportunities for People with Developmental Disabilities

Community Sheltered Workshop, Inc.

Compass Health: Pathways Community Behavioral Healthcare, Inc.

Compass Health: Pathways Psychiatric Hospital

Compass Health: Crider Health Center

Compass Health: Pathways Community Behavioral Healthcare, Inc. Crawford County Board for People with Developmental Disabilities

Current River Sheltered Workshop

Developmental Disability Services of Jackson County Developmental Services of Franklin County, Inc.

	Page 510						
PROGRAM DESCRIPTION							
partment of Transportation	HB Section(s): 4.495						
ogram Name: CI - Elderly & Disab. Transit Sec. 5310							
ogram is found in the following core budget(s): Federal Transit As	sistance						
Disability Resource Associates	Livingston County Nursing Home District						
Dunklin County Transit Services	Macon County Commission for Developmental Disabled Citizens						
Easter Seals Midwest	Macon County Sheltered Workshop						
Emmaus Homes, Inc.	Manufacturers Assistance Group						
Enrichment Services of Dent County	Marion County Services, Inc.						
Families & Friends of Developmentally Disabled In Grundy	Mark Twain Association for Mental Health, Inc.						
Family Guidance Center for Behavioral Health	Mattie Rhodes Memorial Society						
Five Star Senior Center, Inc.	Meramec Regional Planning Commission						
Fun & Friends of Thayer Area	Metropolitan Senior Citizens						
Gambrill Gardens	Miller County Board for Services for Developmentally Disabled						
Gateway Chapter Paralyzed Veterans of America, Inc.	Moniteau County Senate Bill 40 Board						
Gateway Industries of Eldon	Monroe City Sheltered Workshop						
Good Shepherd Nursing Home District	Montgomery County Senate Bill 40 Board						
Great Circle	New Horizons Community Support Services						
Guadalupe Center, Inc.	North Central Missouri Mental Health Center						
Harrison County Sheltered Workshop Association	Northside Youth and Senior Service Center, Inc.						
Harry S. Truman Children's Nerological Center	Northwest Missouri Industries, Inc.						
Heartland Health System	OATS, Inc.						
Ideal Apartment Housing	Opportunity Workshop, Inc.						
Independence Center	Osage County Community Living, Inc.						
Independent Living Center, Inc.	Ozark Center						
ITN St. Charles	Ozarks Medical Center - Behavioral Health						
Jasper County Sheltered Facilities Association	Ozark Senior Center						

Jasper County Sheltered Facilities Association

Jewish Community Centers Association Johnson County Board of Services Knox County Nursing Home District Laplata Nursing Home District

Lafayette County Board of Sheltered Services Lake of the Ozarks Developmental Center Learning Opportunities/Quality Works, Inc.

Life Unlimited

Life Center for Independent Living Living Community of St. Joseph

Ozark Valleys Community Services

Paraquad, Inc.

Pemiscot Progressive Industries, Inc. Peter & Paul Community Service Phelps County Regional Medical Center

Pike County Agency for Developmental Disabilities

Pine View Manor Places Ffr People, Inc.

Platte County Board of Services for Developmentally Disabled

Pony Bird, Inc.

Department of Transportation HB Section(s): 4.495

Program Name: CI - Elderly & Disab. Transit Sec. 5310

Program is found in the following core budget(s): Federal Transit Assistance

Quality Industries of the Lake of the Ozarks, Inc.

Rainbow Center for Communicative Disorders

Ray County Board of Services for the Developmentally Disabled

Ray County Transportation, Inc.

Reynolds County Sheltered Workshop, Inc.

Rolling Hills Creative Living, Inc.

Ruth Jensen Village Residential Service

Scenic Rivers Industries, Inc.

Semo Alliance for Disabled Independence

SERVE, Inc.

Services for Extended Employment

Sheltered Industries of the Meramec Valley

Sherwood Center for Exceptional Children

Southeast Missouri Transportation Service

Southside Wellness Center

St. Elizabeth Adult Day Care Center, Inc.

St. Francois County Board for the Developmentally Disabled

St. Louis ARC

St. Louis Life

Stoddard County ARC

Sunnyhill, Inc.

Texas County Memorial Hospital

The Arc of the Ozarks
The Children's Place

The Good Samaritan Independent Living, Inc.

Tri-County Mental Health Services, Inc.

Union Senior Center Transportation, Inc.

Unique Services, Inc. United Enterprises, Inc.

Unlimited Opportunities, Inc.

Warren County Pathfinder

Warren County Sheltered Workshop, Inc.
Washington County Board for the Handicapped

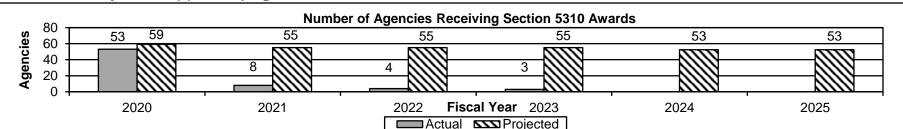
Web CO Custom Industries, Inc.

West Vue, Inc.

Willow Health Care, Inc.

Worth County Convalescent Center

2a. Provide an activity measure(s) for the program.



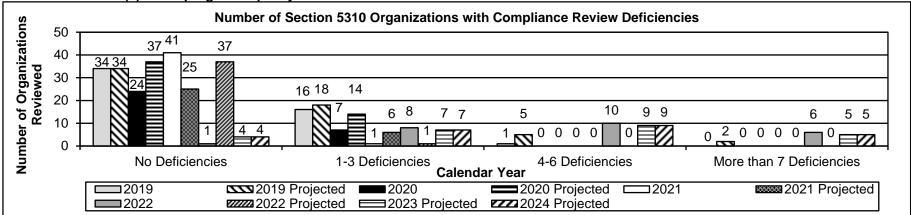
Agencies participating in the Section 5310 program are required to participate in a coordinated public transit human services transportation plan. Section 5304 planning funds are used to develop coordinated plans that include projects applied for by Section 5310 sub-recipients. Participating agencies are required to renew their plans once every four years. Additional federal funding and staffing shortages have led to delays in transportation planning renewals in 2021, 2022 and 2023. Additional staffing and funding in 2024 is expected to resolve these issues. The 2024 and 2025 projections are based off of the number of agencies receiving awards from fiscal year 2020 due to hiring additional staff in 2024.

Department of Transportation HB Section(s): 4.495

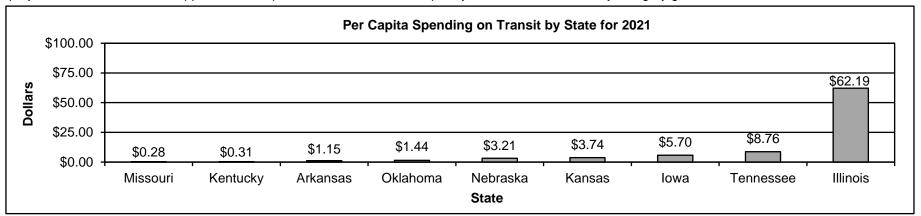
Program Name: CI - Elderly & Disab. Transit Sec. 5310

Program is found in the following core budget(s): Federal Transit Assistance

2b. Provide a measure(s) of the program's quality.



The Federal Transit Administration's Section 5310 formula grants provide capital and operating assistance to transportation service providers serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.



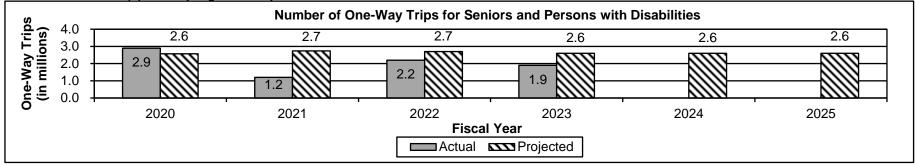
Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

Department of Transportation HB Section(s): 4.495

Program Name: CI - Elderly & Disab. Transit Sec. 5310

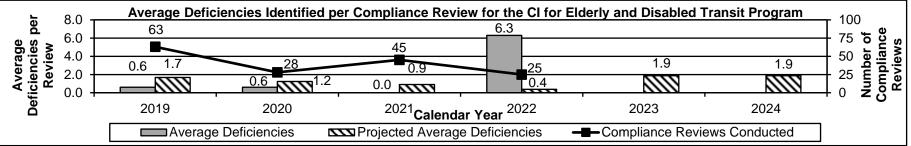
Program is found in the following core budget(s): Federal Transit Assistance

2c. Provide a measure(s) of the program's impact.



Agencies participating in the Section 5310 program are required to develop coordinated public transit human services transportation plans. Section 5304 planning funds are used to develop coordinated plans for Section 5310 sub-recipients shown above. A one-way trip occurs every time an individual boards a bus. In 2021, one-way trips declined significantly due to the COVID-19 pandemic. For 2023, one-way trips for seniors and persons with disabilities declined from 2022 due to driver shortages, rise in operational cost and transit vehicle chassis availability. As a result, the 2024 and 2025 projections are based on ridership returning to 2019 ridership levels.

2d. Provide a measure(s) of the program's efficiency.



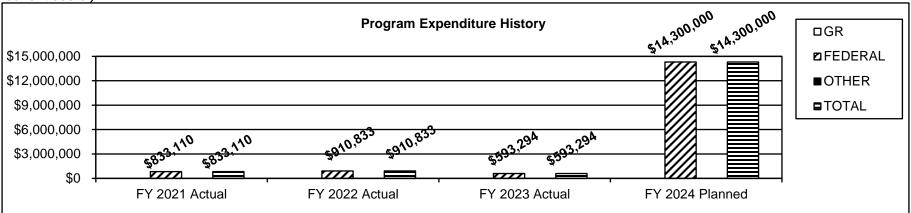
Compliance reviews can consist of 20 different review areas. Some of the review areas include: Project Management, Procurement, Asset Management, Equal Employment Opportunity, Americans with Disabilities Act, Drug and Alcohol Compliance, Discrimination, etc. A deficiency is a violation of an FTA or state requirement, which requires corrective action by a pre-determined date. Compliance reviews at a minimum are conducted once every three years and based on risk-based approach. Note that on-site compliance reviews were shifted to virtual reviews in March of 2020, through 2021 due to the COVID-19 pandemic. The high rate of deficiencies in 2022 was the result of on-sight reviews resuming, resulting in finding many deficiencies in organizations across the board. Future deficiency rates are expected to return to pre-COVID-19 levels, so the 2023 and 2024 projections are based off of the average of the last four calendar years of deficiencies per review.

Department of Transportation HB Section(s): 4.495

Program Name: CI - Elderly & Disab. Transit Sec. 5310

Program is found in the following core budget(s): Federal Transit Assistance

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



- 4. What are the sources of the "Other " funds? N/A
- 5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

 Title 49 USC 5310 and 33.546, RSMo.
- 6. Are there federal matching requirements? If yes, please explain.

Yes, a 20 percent local fund match is required for capital projects and a 50 percent local funds match is required for operating projects.

7. Is this a federally mandated program? If yes, please explain.

No

PROGRAM D	ESCRIPTION
Department of Transportation	HB Section(s): 4.495
Program Name: Formula Transit Grants for Rural Areas - Section 5311	• • • • • • • • • • • • • • • • • • • •
Program is found in the following core budget(s): Federal Transit Assistance	

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

These federal funds are distributed through an application process and provide planning, capital and operating assistance for access to medical care, social services and employment. Rural public transit providers and intercity bus carriers apply to MoDOT's Transit Section for these Section 5311 grants to carry out rural public transit related service, planning and capital projects. This program is used to maintain minimum levels of access to public transportation in non-urbanized areas and support rural municipal transit systems, including intercity bus services. The Federal Transit Administration provides grants to states on a formula basis for nonurban transit in the Section 5311 program. Funding is based on yearly applications submitted to MoDOT. Requests for operating assistance are given priority over capital project requests. Once operating assistance is awarded, capital requests are reviewed for award, if funding is available. Operating assistance awards are based upon the applicant budget for the coming year compared to previous years expenditures.

Eligible providers include:

Burlington Trailways

Cape Girardeau County Transit Authority

City of Bloomfield

City of Carthage

City of Clinton

City of El Dorado Springs

City of Excelsior Springs

City of Houston

City of Lamar

City of Mt. Vernon

City of Nevada

City of New Madrid

City of West Plains

Dunklin County Transit Service, Inc.

Greyhound Lines, Inc.

Jefferson Lines

Licking Bridge Builders, Inc.

Macon Area Chamber of Commerce Mississippi County Transit System

OATS, Inc.

Ray County Transportation, Inc. Ripley County Transit, Inc.

Scott County Transit System, Inc.

SERVE, Inc. SMTS. Inc.

Village Tours, Inc.

New Bourbon Regional Port Authority

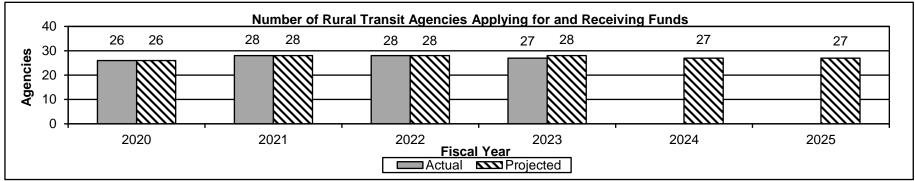
HB Section(s): 4.495

Department of Transportation

Program Name: Formula Transit Grants for Rural Areas - Section 5311

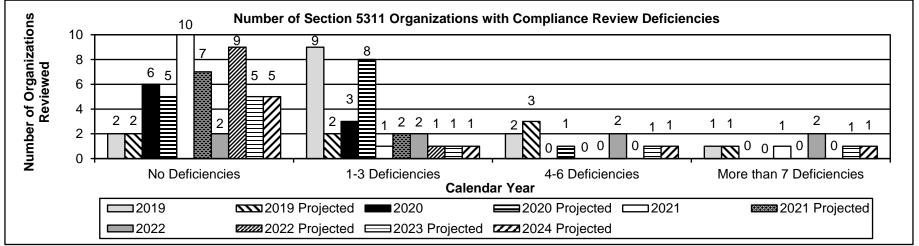
Program is found in the following core budget(s): Federal Transit Assistance

2a. Provide an activity measure(s) for the program.



The fiscal year 2024 and 2025 projections were based upon the participation of rural transit agencies in 2023.

2b. Provide a measure(s) of the program's quality.

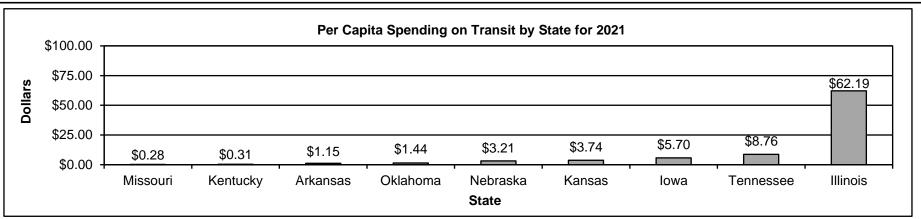


A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

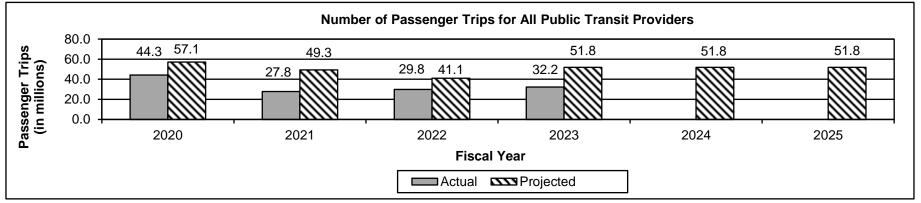
Department of Transportation HB Section(s): 4.495

Program Name: Formula Transit Grants for Rural Areas - Section 5311

Program is found in the following core budget(s): Federal Transit Assistance



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.



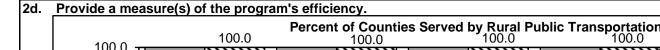
This graph includes public transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2020 and 2021, ridership declined significantly due to the COVID-19 pandemic. Fiscal year 2022 and 2023 ridership has not returned to pre-pandemic levels and public transit providers had to reduce service due to driver shortages. The 2024 and 2025 projections are based on ridership returning to the number of passenger trips in 2019.

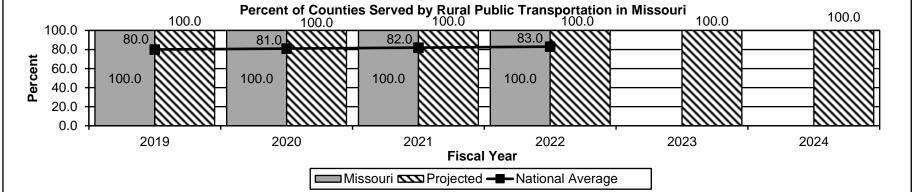
Department of Transportation HB Section(s): 4.495

Program Name: Formula Transit Grants for Rural Areas - Section 5311

2d.

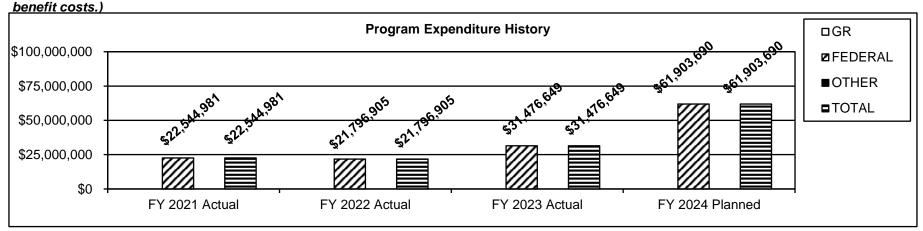
Program is found in the following core budget(s): Federal Transit Assistance





This graph includes the counties served by rural public transportation providers that participate in all federal and state transit programs administered by MoDOT. Rural public transportation providers are classified as serving a population of less than 50,000. The 2023 national average data and fiscal year data were not available at time of publication and will be released in fall of 2024.

Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe



	r age 318
	PROGRAM DESCRIPTION
Pro	gram Name: Formula Transit Grants for Rural Areas - Section 5311 gram is found in the following core budget(s): Federal Transit Assistance
١.	What are the sources of the "Other " funds? N/A
j.	What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.) Title XII of Division B of the CARES Act, administered through Title 49 USC 5311-5 and Title 49 USC 5311 and 33.546, RSMo.
5.	Are there federal matching requirements? If yes, please explain. Yes, transit operating assistance requires a minimum 50 percent match of the individual program's net deficit (projected costs less projected fares). Transit capital assistance requires 20 - 50 percent matching funds. The CARES Act funding does not require any matching funds.
7 .	Is this a federally mandated program? If yes, please explain. No

Department of Transportation HB Section(s): 4.495

Program Name: National Disc. Capital Grants - Section 5309

Program is found in the following core budget(s): Federal Transit Assistance

1a. What strategic priority does this program address?

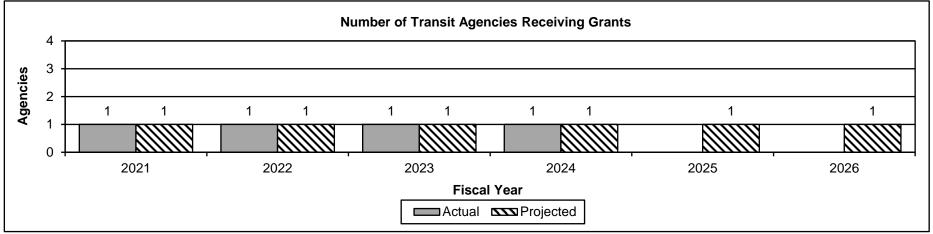
Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program funds the cost of replacement transit vehicles, vehicles for service expansion, transit facilities and equipment in support of transit services. The program was discontinued with MAP-21 and the remaining funding is being spent.

Remaining funds in the Section 5309 program consist of earmarked funds awarded to Southeast Missouri Transportation Service (SMTS) for Intelligent Transportation System (ITS).

2a. Provide an activity measure(s) for the program.

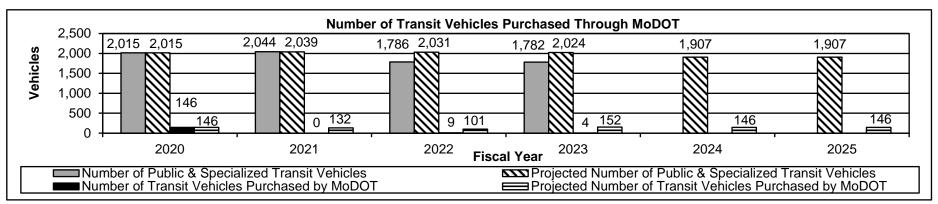


The 2025 and 2026 projections are based on the number of agencies receiving funds in 2024.

Department of Transportation HB Section(s): 4.495

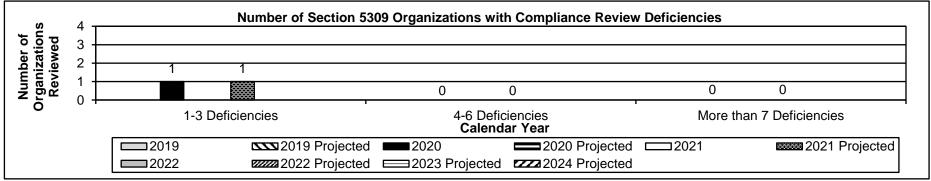
Program Name: National Disc. Capital Grants - Section 5309

Program is found in the following core budget(s): Federal Transit Assistance



This measure shows the transit vehicle inventory and the number of vehicles purchased each year. Vehicles included in the inventory were purchased by MoDOT on behalf of public and specialized transit service providers throughout Missouri. Vehicles purchased replace vehicles that have met or exceeded their useful life. MoDOT utilizes the FTA useful life criteria to determine eligibility for replacement. For fiscal years 2021, 2022 and 2023, the number of transit vehicles purchased by MoDOT was down significantly due to inability to order transit vehicles because of market volatility. The 2024 and 2025 projected number of public and specialized transit vehicles is based on the average of the last four years of actuals. The 2024 and 2025 projected number of transit vehicles purchased by MoDOT is based on 2020 actuals.

2b. Provide a measure(s) of the program's quality.

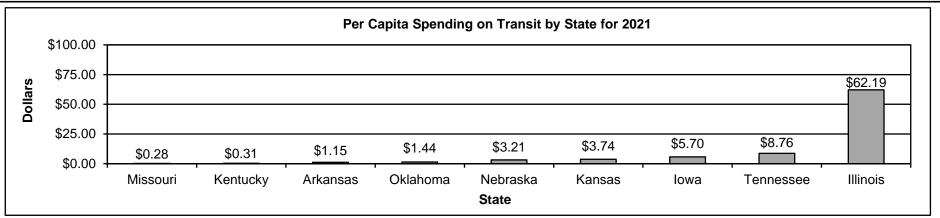


A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

Department of Transportation HB Section(s): 4.495

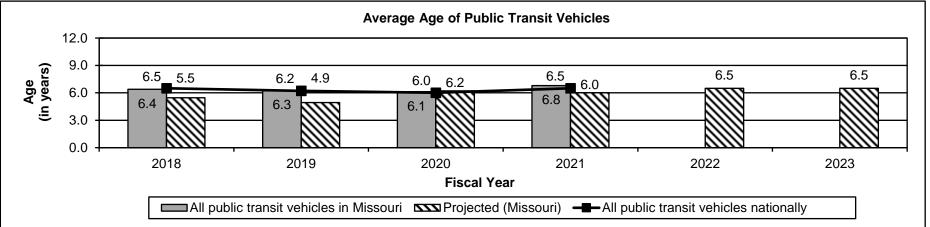
Program Name: National Disc. Capital Grants - Section 5309

Program is found in the following core budget(s): Federal Transit Assistance



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

2c. Provide a measure(s) of the program's impact.



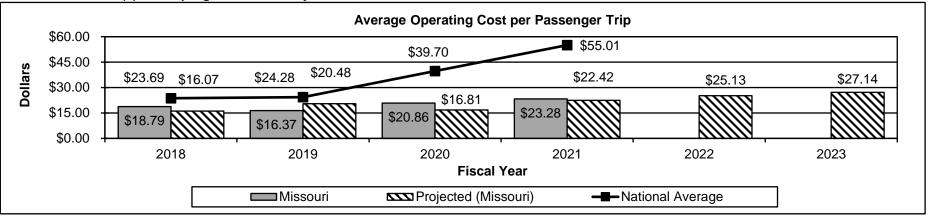
This data is from the National Transit Database administered by the Federal Transit Administration. Fiscal year 2022 data was not available at time of publication. The fiscal year 2022 and 2023 projections are based on the 2021 national average.

Department of Transportation HB Section(s): 4.495

Program Name: National Disc. Capital Grants - Section 5309

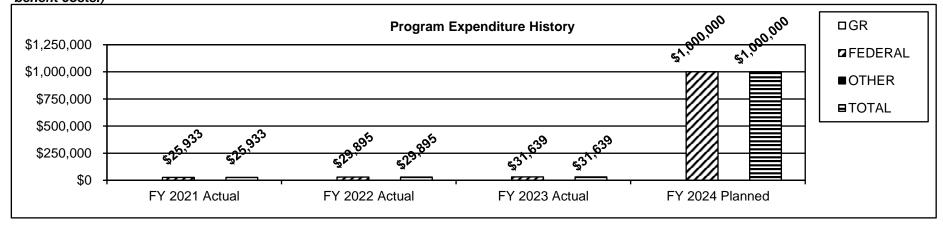
Program is found in the following core budget(s): Federal Transit Assistance

2d. Provide a measure(s) of the program's efficiency.



Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. This data is from the National Transit Database administered by the Federal Transit Administration and data for 2022 was not available at time of publication. The fiscal year 2022 and 2023 projections are based on average growth from 2018 to 2021.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



	PROGRAM DESCRIPTION
	partment of Transportation HB Section(s): 4.495
	ogram Name: National Disc. Capital Grants - Section 5309
ro	ogram is found in the following core budget(s): Federal Transit Assistance
4.	What are the sources of the "Other " funds? N/A
5.	What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.) Title 49 USC 5309 and 33.546, RSMo.
6.	Are there federal matching requirements? If yes, please explain. Yes, 20 percent of project funds must be non-federal matching funds.
7.	Is this a federally mandated program? If yes, please explain. No

Department of Transportation HB Section(s): 4.495

Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304

Program is found in the following core budget(s): Federal Transit Assistance

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program allows for statewide transit planning and technical assistance activities grants for transit's partners which can be used for planning support, research and technical studies related to public transportation. Regional Planning Commissions (RPC) and Metropolitan Planning Organizations (MPO) utilize Section 5304 funds for updates to the Coordinated Public Transit Human Services Transportation Plans. These plans are updated every four years. These plans must be updated to allow subrecipients to apply for FTA Section 5310 funding within each area.

The following is the list of eligible Metropolitan Planning Organizations and Regional Planning Commissions:

Boonslick Regional Planning Commission

Bootheel Regional Planning & Economic Development Commission

Capital Area Metropolitan Planning Organization Columbia Area Transportation Study Organization East-West Gateway Council of Governments Green Hills Regional Planning Commission Harry S. Truman Coordinating Council

Joplin Area Transportation Study Organization Kaysinger Basin Regional Planning Commission Lake of the Ozarks Council of Local Governments Mark Twain Regional Council of Governments Meramec Regional Planning Commission

Mid-America Regional Council

Mid-Mo Regional Planning Commission Missouri Public Transit Association

Mo-Kan Regional Council

Northeast Missouri Regional Planning Commission Northwest Missouri Regional Council of Governments

Ozark Foothills Regional Planning Commission

Ozark Transportation Organization

Pioneer Trails Regional Planning Commission South Central Ozark Council of Governments Southeast Metropolitan Planning Organization

Southeast Missouri Regional Planning & Economic Development Commission

Southwest Missouri Council of Governments

St. Joseph Area Transportation Study Organization

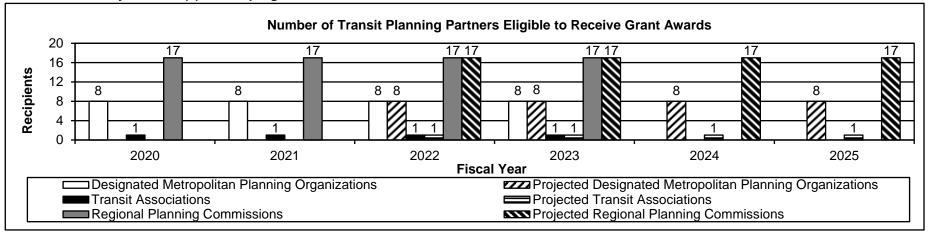
Department of Transportation

Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304

HB Section(s): 4.495

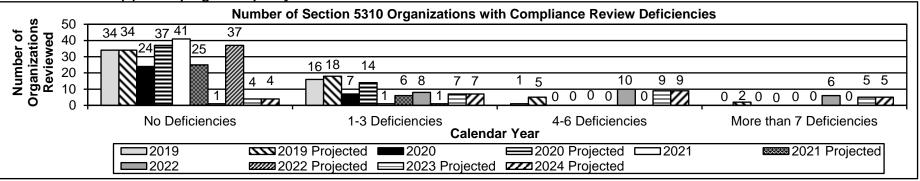
Program is found in the following core budget(s): Federal Transit Assistance

2a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections are based on the number of planning partners eligible to receive awards in 2023.

2b. Provide a measure(s) of the program's quality.

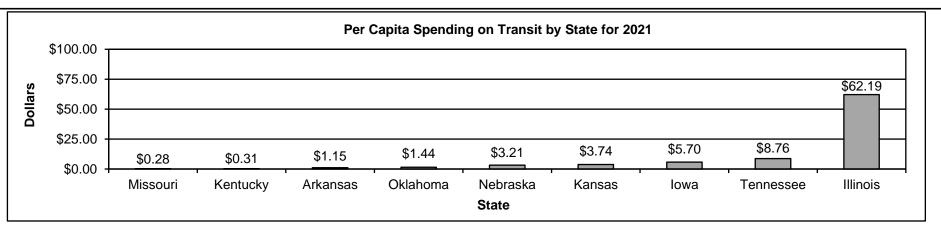


The Federal Transit Administration's Section 5310 formula grants provide capital and operating assistance to transportation service providers serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

Department of Transportation HB Section(s): 4.495

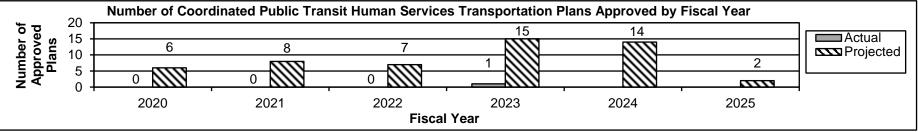
Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304

Program is found in the following core budget(s): Federal Transit Assistance



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

2c. Provide a measure(s) of the program's impact.



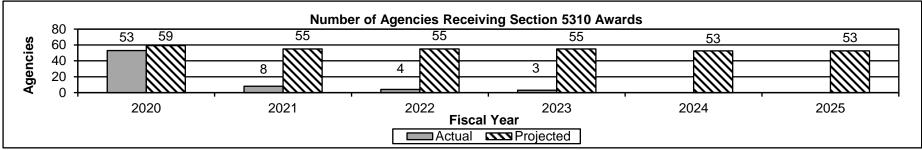
The Section 5303 and 5304 program is directly tied to the Section 5310 program. Federal transit law, as amended by the Moving Ahead for Progress in the 21st Century (MAP-21) transportation act, requires that projects selected for funding under the Section 5310 program be included in a locally developed, coordinated public transit human services transportation plan and the plan be developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation, human services providers and other members of the public. The plans identify the transportation needs of individuals with disabilities, seniors and people with low incomes; provide strategies for meeting local needs; and prioritize transportation services and projects for funding and implementation. Local plans may be developed on a local, regional or statewide level. The plans approved are for both rural and metropolitan planning organizations as well as the Missouri Public Transit Association. Plans for metropolitan areas are updated every four years and plans for rural areas every five years. The number of plans approved for 2023 was less due to staffing changes in area planning organizations. The 2024 and 2025 projections are based on the number of plans due for renewal.

Department of Transportation HB Section(s): 4.495

Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304

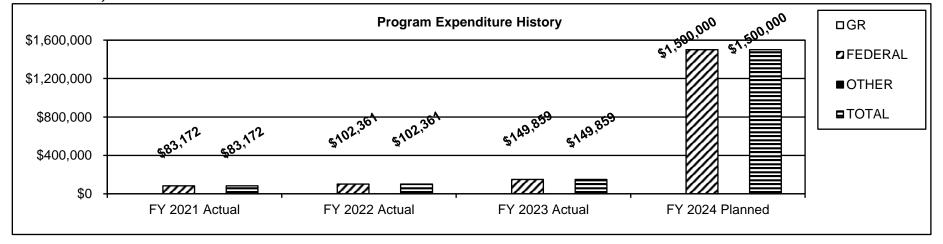
Program is found in the following core budget(s): Federal Transit Assistance

2d. Provide a measure(s) of the program's efficiency.



Agencies participating in the Section 5310 program are required to participate in a coordinated public transit human services transportation plan. Section 5304 planning funds are used to develop coordinated plans that include projects applied for by Section 5310 sub-recipients. Participating agencies are required to renew their plans once every four years. Additional federal funding and staffing shortages have led to delays in transportation planning renewals in 2021, 2022 and 2023. Additional staffing and funding in 2024 is expected to resolve these issues. The 2024 and 2025 projections are based off of the number of agencies receiving awards from fiscal year 2020 due to hiring additional staff in 2024.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



		rage 329
	PROGRAM DESCRIPTION	
ro	partment of Transportation Gram Name: Metro & Statewide Planning Grants-Section 5303 & 5304 Gram is found in the following core budget(s): Federal Transit Assistance	
١.	N/A What are the sources of the "Other " funds?	
j.	What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal Title 49 USC 5303, Title 49 5304 and 33.546, RSMo.	ıl program number, if applicable.)
.	Are there federal matching requirements? If yes, please explain. Yes, 20 percent of project funds must be non-federal matching funds.	
'.	Is this a federally mandated program? If yes, please explain. Metropolitan Transportation Improvement Programs (TIP) are required before federally funded highway	y and transit projects in metropolitan areas may proceed.

	PROGRAM DESCRIPTION	
Den	artment of Transportation	HB Section(s): 4.495
_	gram Name: Bus and Bus Facility Transit Grants	
_	gram is found in the following core budget(s): Federal Transit Assistance	_
1a.	What strategic priority does this program address?	
	Service - providing outstanding customer service, delivering efficient and innovative transport	ortation projects and operating a reliable transportation system

1b. What does this program do?

The Infrastructure Investment and Jobs Act (IIJA) contains a bus and bus facility transit grant program. This appropriation provides funding for public transit providers to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. These funds are annually apportioned to each of the large urban areas (St. Louis, Kansas City and Springfield), apportioned separately on an aggregate basis to the small urban areas (between 50,000 - 199,999 population) and annually apportioned separately in aggregate to the non-urbanized / rural areas of the state. Large urban and small urban public transit providers receive their apportionments directly from the Federal Transit Administration. MoDOT only administers the rural apportionment for rural public transit providers. Awards for transit vehicle replacement are based upon the useful life criteria. Useful life criteria identifies the expected lifetime of vehicles based upon years and/or mileage. Vehicles must meet or exceed the useful life criteria to be eligible for replacement.

Listed below are the rural public transit agencies that are eligible to receive bus and bus facility transit grant funding through MoDOT for fiscal year 2024:

Cape Girardeau County Transit Authority City of Lamar Mississippi County Transit System

City of Bloomfield City of Mt. Vernon OATS, Inc.

City of Carthage City of Nevada Ray County Transportation, Inc.
City of Clinton City of New Madrid Ripley County Transit, Inc.

City of El Dorado Springs City of West Plains Scott County Transportation System

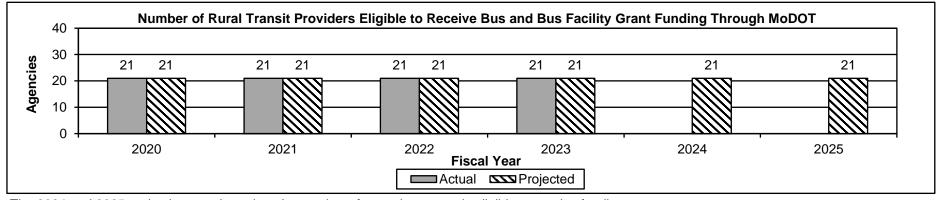
City of Excelsior Springs Dunklin County Transit Service, Inc. SERVE, Inc.

City of Houston Licking Bridge Builders, Inc. Southeast Missouri Transportation Service, Inc.

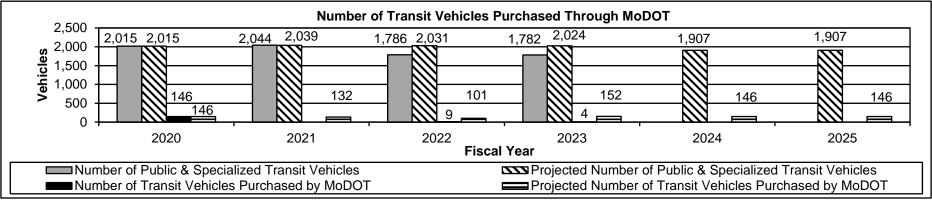
	PROGRAM DESCRIPTION
Department of Transportation	HB Section(s): 4.495
Program Name: Bus and Bus Facility Transit Grants	

2a. Provide an activity measure(s) for the program.

Program is found in the following core budget(s): Federal Transit Assistance



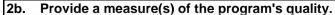
The 2024 and 2025 projections are based on the number of agencies currently eligible to receive funding.

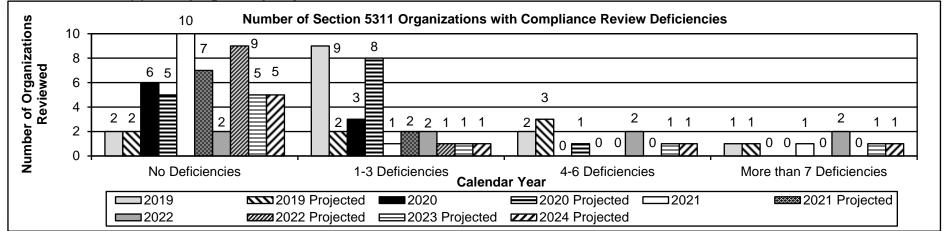


This measure shows the transit vehicle inventory and the number of vehicles purchased each year. Vehicles included in the inventory were purchased by MoDOT on behalf of public and specialized transit service providers throughout Missouri. Vehicles purchased replace vehicles that have met or exceeded their useful life. MoDOT utilizes the FTA useful life criteria to determine eligibility for replacement. For fiscal years 2021, 2022 and 2023, the number of transit vehicles purchased by MoDOT was down significantly due to inability to order transit vehicles because of market volatility. The 2024 and 2025 projected number of public and specialized transit vehicles is based on the average of the last four years of actuals. The 2024 and 2025 projected number of transit vehicles purchased by MoDOT is based on 2020 actuals.

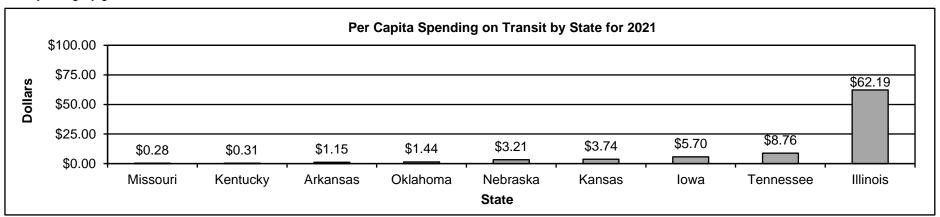
PROGRA	M DESCRIPTION
Department of Transportation	HB Section(s): 4.495
Program Name: Bus and Bus Facility Transit Grants	

Program is found in the following core budget(s): Federal Transit Assistance





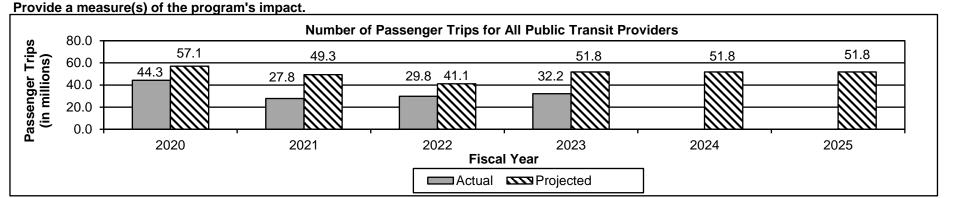
A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.



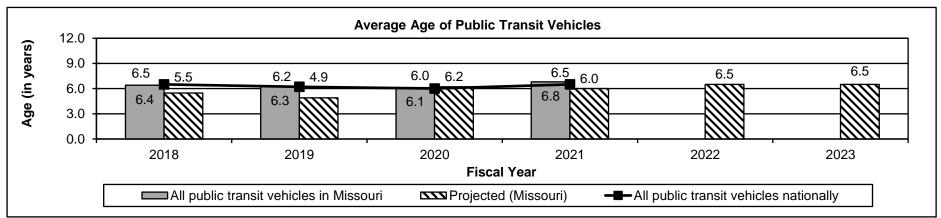
Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

PROGRAM DESCRIPTION	N	
Department of Transportation	HB Section(s): 4.495	
Program Name: Bus and Bus Facility Transit Grants	· · · · · · · · · · · · · · · · · · ·	
Program is found in the following core budget(s): Federal Transit Assistance	•	

2c.



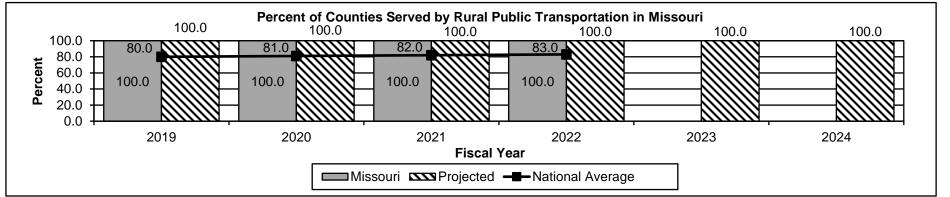
This graph includes public transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2020 and 2021, ridership declined significantly due to the COVID-19 pandemic. Fiscal year 2022 and 2023 ridership has not returned to pre-pandemic levels and public transit providers had to reduce service due to driver shortages. The 2024 and 2025 projections are based on ridership returning to the number of passenger trips in 2019.



This data is from the National Transit Database administered by the Federal Transit Administration. Fiscal year 2022 data was not available at time of publication. The fiscal year 2022 and 2023 projections are based on the 2021 national average.

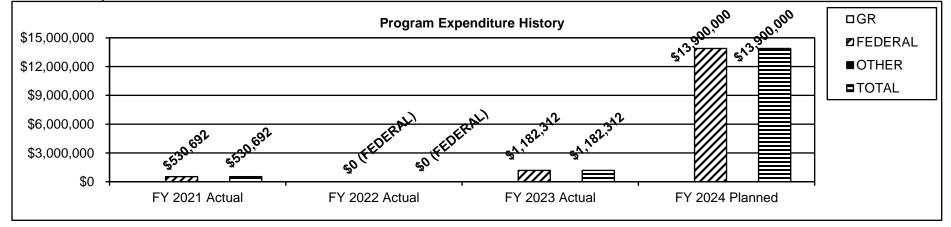
PROGRAM DESCRIPTION	N
Department of Transportation	HB Section(s): 4.495
Program Name: Bus and Bus Facility Transit Grants	· · · <u> </u>
Program is found in the following core budget(s): Federal Transit Assistance	

2d. Provide a measure(s) of the program's efficiency.



This graph includes the counties served by rural public transportation providers that participate in all federal and state transit programs administered by MoDOT. Rural public transportation providers are classified as serving a population of less than 50,000. The 2023 national average data and fiscal year data were not available at time of publication and will be released in fall of 2024.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



	PROGRAM DESCRIPTION
Der	partment of Transportation HB Section(s): 4.495
	egram Name: Bus and Bus Facility Transit Grants
	ogram is found in the following core budget(s): Federal Transit Assistance
	<u>g</u>
4.	What are the sources of the "Other " funds? N/A
5.	What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.) Title 49 U.S.C. 5339 and 33.546, RSMo.
6.	Are there federal matching requirements? If yes, please explain. Yes, 20 percent cash matching funds from local/regional transit project sponsors. Funds allocated in the State Transit Assistance appropriation (226.195, RSMo) to local/regional transit agencies may be used by the local/regional transit agency to match these federal funds.
7.	Is this a federally mandated program? If yes, please explain. No

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				RANK: _		23				
	of Transportatio				Budget Unit:	Multimodal (Operations			
	ultimodal Operati									
Name: Fe	ederal Transit Ass	sist. Grant Exp	ansion	DI# 1605007	HB Section:	4.505				
. AMOUNT	OF REQUEST									
	FY	Y 2025 Budget	Request			FY 202	dation			
_	GR	Federal	Other	Total		GR	Federal	Other	Total	
S	0	0	0	0	PS	0	0	0	0	
E	0	0	0	0	EE	0	0	0	0	
SD	0	9,000,000	0	9,000,000	PSD	0	9,000,000	0	9,000,000	
RF .	0	0	0	0	TRF	0	0	0	0	
otal	0	9,000,000	0	9,000,000	Total	0	9,000,000	0	9,000,000	
ΤΕ	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00	
B 4	0	0	0	0	HB 4	0	0	0	0	
B 5	0	0	0	0	HB 5	0	0	0	0	
•	es budgeted in Hol rectly to MoDOT, F :			•	•	s budgeted in lectly to MoDO		•	_	
THIS REQ	QUEST CAN BE C	ATEGORIZED	AS:							
	New Legislation		•		ew Program	-		und Switch		
	Federal Mandate		,		rogram Expansion	-		ost to Conti		
	GR Pick-Up Pay Plan		,		pace Request other:		E	quipment R	eplacement	
. WHY IS T	THIS FUNDING N	EEDED? PRO	VIDE AN EX	PLANATION F	FOR ITEMS CHECKED II	N #2. INCLUD	E THE FEDEI	RAL OR ST	ATE STATUTO	RY OR
ONSTITUT	IONAL AUTHOR	IZATION FOR	THIS PROG	RAM.						
his expansi	on item is needed	due to delays i	n delivery of	transit vehicles	s caused by supply chain	issues. Delive	ery is anticipate	ed in fiscal ye	ear 2025. In ac	dition, th
					transportation providers.		•	,		•
	, -,	. 5	•	•						
he Govern	or's Recommend	lation is the sa	me as the c	lepartment's r	equest.					

RANK:	7	OF	23

Department of Transportation Budget	Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Federal Transit Assist. Grant Expansion DI# 1605007 HB Sec	tion: <u>4.505</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This expansion item is needed due to delays in delivery of transit vehicles caused by supply chain issues. Delivery is anticipated in fiscal year 2025. In addition, this expansion item will help defray operating and capital costs for rural public transportation providers.

	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
Total PSD	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
Grand Total	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
	Gov Rec GR	Gov Rec GR	Gov Rec FED	Gov Rec FED	Gov Rec OTHER	Gov Rec OTHER	Gov Rec TOTAL	Gov Rec TOTAL	Gov Rec One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
Program Distributions Total PSD	0 0	0.0	9,000,000 9,000,000	0.0	0 0	0.0 0.0	9,000,000 9,000,000	0.0	0

RANK: ____ 7 ___ OF ___ 23

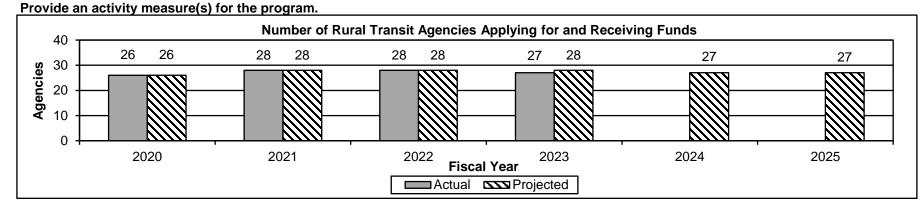
Department of Transportation

Division: Multimodal Operations

Budget Unit: Multimodal Operations

DI Name: Federal Transit Assist. Grant Expansion DI# 1605007 HB Section: 4.505

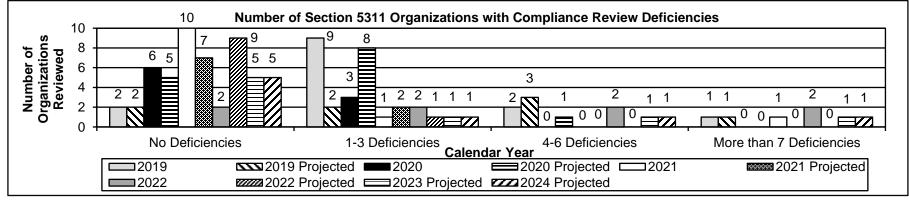
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)



The fiscal year 2024 and 2025 projections were based upon the participation of rural transit agencies in 2023.

6b. Provide a measure(s) of the program's quality.

6a.

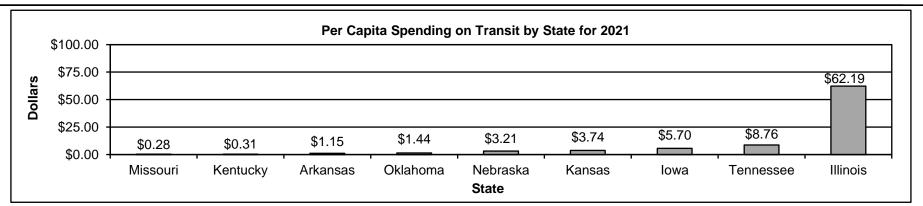


A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

Department of Transportation Budget Unit: Multimodal Operations

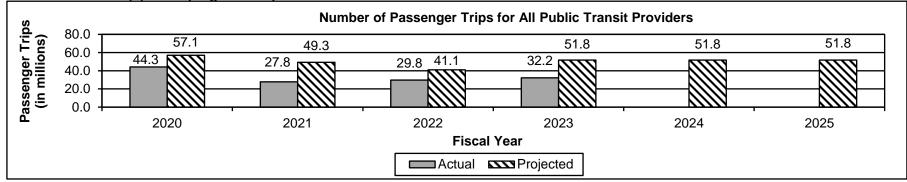
Division: Multimodal Operations

DI Name: Federal Transit Assist. Grant Expansion DI# 1605007 HB Section: 4.505



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

6c. Provide a measure(s) of the program's impact.



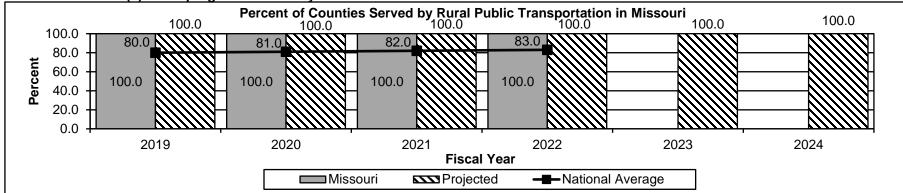
This graph includes public transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2020 and 2021, ridership declined significantly due to the COVID-19 pandemic. Fiscal year 2022 and 2023 ridership has not returned to pre-pandemic levels and public transit providers had to reduce service due to driver shortages. The 2024 and 2025 projections are based on ridership returning to the number of passenger trips in 2019.

RANK: 7 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	

DI Name: Federal Transit Assist. Grant Expansion DI# 1605007 HB Section: 4.505

6d. Provide a measure(s) of the program's efficiency.



This graph includes the counties served by rural public transportation providers that participate in all federal and state transit programs administered by MoDOT. Rural public transportation providers are classified as serving a population of less than 50,000. The 2023 national average data and fiscal year data were not available at time of publication and will be released in fall of 2024.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide sufficient assistance to public transit agencies across the state to ensure the operation of a reliable and convenient transportation system.

Page 542

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025	
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC	
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	
FEDERAL TRANSIT ASSIST									
Public Transit Grants NDI - 1605007									
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	9,000,000	0.00	9,000,000	0.00	
TOTAL - PD	0	0.00	0	0.00	9,000,000	0.00	9,000,000	0.00	
GRAND TOTAL	\$0	0.00	\$0	0.00	\$9,000,000	0.00	\$9,000,000	0.00	
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00	
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$9,000,000	0.00	\$9,000,000	0.00	
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00	

				RANK: _	13	OF_	23				
Departmen	t of Transportation	า			Bud	get Unit: M	ultimodal O	perations			
	lultimodal Operati					<u> </u>		•			
DI Name: F	ederal Transit Ass	ist Bus Expar	nsion C	DI# 1605013	нв	Section: 4.	495				
1. AMOUN	T OF REQUEST										
		2025 Budget	Request				FY 2025	Governor's	Recommend	dation	
	GR	Federal	Other	Total			GR	Federal	Other	Total	
PS	0	0	0	0	PS		0	0	0	0	
EE	0	0	0	0	EE		0	0	0	0	
PSD	0	500,000	0	500,000	PSD)	0	500,000	0	500,000	
TRF	0	0	0	0	TRF	<u></u>	0	0	0	0_	
Total	0	500,000	0	500,000	Tota	al	0	500,000	0	500,000	
FTE	0.00	0.00	0.00	0.00	FTE		0.00	0.00	0.00	0.00	
HB 4	0	0	0	0	HB	4	0	0	0	0	
HB 5	0	0	0	0	HB	5	0	0	0	0	
	es budgeted in Hou irectly to MoDOT, H				bud				xcept for certa trol, and Cons		
	QUEST CAN BE C	ATEGORIZED	AS:								
	New Legislation			1	New Program			F	und Switch		
	Federal Mandate		_	X	Program Expansi	on	_		Cost to Contin	ue	
	GR Pick-Up		_		Space Request		_	E	Equipment Re	placement	
	Pay Plan		_	(Other:						
-	THIS FUNDING NE	_		_	FOR ITEMS CH	ECKED IN #	2. INCLUDI	E THE FEDE	RAL OR STA	TE STATUTO	RY OR
under the fe	sion item is requeste ederal transit progra	m, funded at 1	00 percent fed	deral share.	·	ed discretio	nary grant fu	ınding awarde	ed to OATS T	ransit for bus	replacement
The Govern	ne Governor's Recommendation is the same as the department's request.										

RANK:	13	OF	23

Department of Transportation		Budget Unit: Multimodal Operations
Division: Multimodal Operations		
DI Name: Federal Transit Assist Bus Expansion	DI# 1605013	HB Section: 4.495

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

The amount is needed to draw down congressionally earmarked discretionary grant funding awarded to OATS Transit for bus replacement.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions Total PSD	0 0	0.0	500,000 500,000	0.0		0.0	500,000 500,000	0.0	
Grand Total	0	0.0	500,000	0.0	0	0.0	500,000	0.0	0

Budget Object Class/Job Class	Gov Rec GR DOLLARS	Gov Rec GR FTE	Gov Rec FED DOLLARS	Gov Rec FED FTE	Gov Rec OTHER DOLLARS	Gov Rec OTHER FTE	Gov Rec TOTAL DOLLARS	Gov Rec TOTAL FTE	Gov Rec One-Time DOLLARS
Program Distributions	0	0.0	500,000	0.0	0	0.0	500,000	0.0	0
Total PSD	0	0.0	500,000	0.0	0	0.0	500,000	0.0	0
Grand Total	0	0.0	500,000	0.0	0	0.0	500,000	0.0	0

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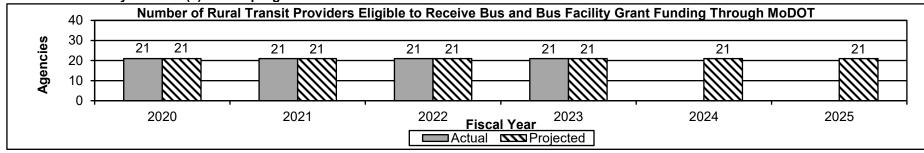
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

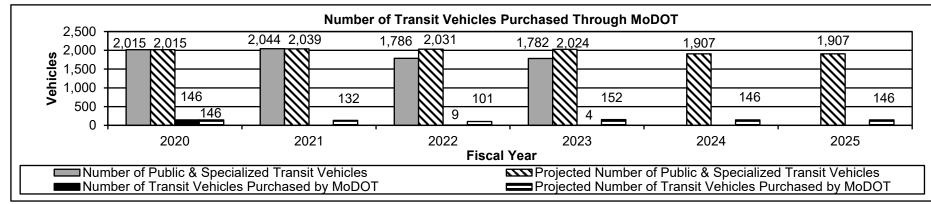
DI Name: Federal Transit Assist Bus Expansion DI# 1605013 HB Section: 4.495

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections are based on the number of agencies currently eligible to receive funding.



This measure shows the transit vehicle inventory and the number of vehicles purchased each year. Vehicles included in the inventory were purchased by MoDOT on behalf of public and specialized transit service providers throughout Missouri. Vehicles purchased replace vehicles that have met or exceeded their useful life. MoDOT utilizes the FTA useful life criteria to determine eligibility for replacement. For fiscal years 2021, 2022 and 2023, the number of transit vehicles purchased by MoDOT was down significantly due to inability to order transit vehicles because of market volatility. The 2024 and 2025 projected number of public and specialized transit vehicles is based on the average of the last four years of actuals. The 2024 and 2025 projected number of transit vehicles purchased by MoDOT is based on 2020 actuals.

RANK: 13 OF 23

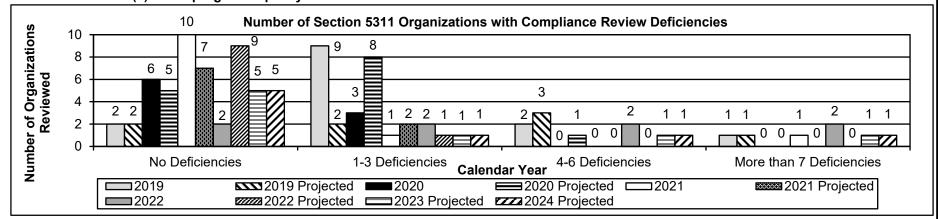
Department of Transportation

Division: Multimodal Operations

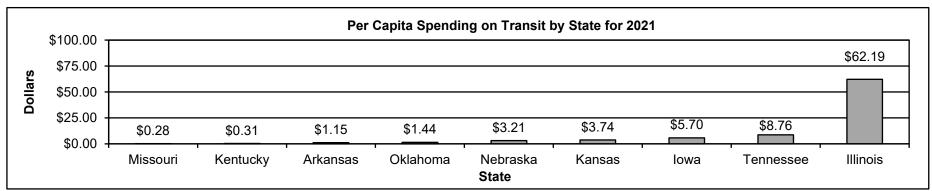
Budget Unit: Multimodal Operations

DI Name: Federal Transit Assist Bus Expansion DI# 1605013 HB Section: 4.495

6b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

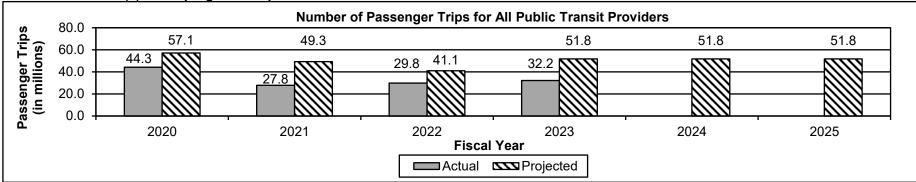
RANK: ___13 ___ OF __23

Department of Transportation Budget Unit: Multimodal Operations

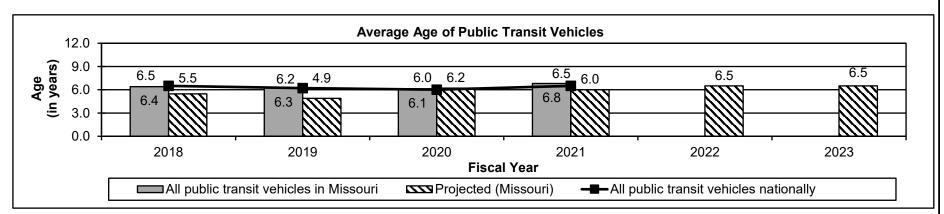
Division: Multimodal Operations

DI Name: Federal Transit Assist Bus Expansion DI# 1605013 HB Section: 4.495

6c. Provide a measure(s) of the program's impact.



This graph includes public transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2020 and 2021, ridership declined significantly due to the COVID-19 pandemic. Fiscal year 2022 and 2023 ridership has not returned to pre-pandemic levels and public transit providers had to reduce service due to driver shortages. The 2024 and 2025 projections are based on ridership returning to the number of passenger trips in 2019.



This data is from the National Transit Database administered by the Federal Transit Administration. Fiscal year 2022 data was not available at time of publication. The fiscal year 2022 and 2023 projections are based on the 2021 national average.

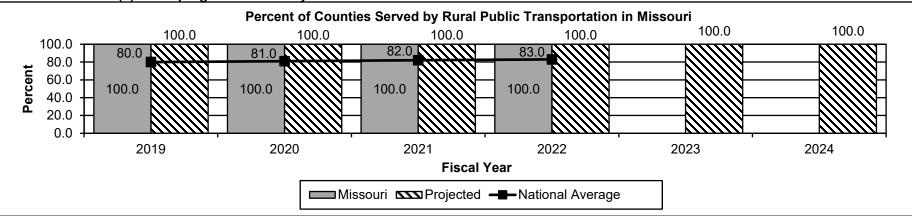
RANK: ____13 ___ OF ___23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

DI Name: Federal Transit Assist Bus Expansion DI# 1605013 HB Section: 4.495

6d. Provide a measure(s) of the program's efficiency.



This graph includes the counties served by rural public transportation providers that participate in all federal and state transit programs administered by MoDOT. Rural public transportation providers are classified as serving a population of less than 50,000. The 2023 national average data and fiscal year data were not available at time of publication and will be released in fall of 2024.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide sufficient funding to OATS Transit, a rural public transit provider, for bus replacement to ensure a reliable and convenient transportation system.

Page 549

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025	
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC	
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	
FEDERAL TRANSIT ASSIST									
Bus and Bus Facilities NDI - 1605013									
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	500,000	0.00	500,000	0.00	
TOTAL - PD	0	0.00	0	0.00	500,000	0.00	500,000	0.00	
GRAND TOTAL	\$0	0.00	\$0	0.00	\$500,000	0.00	\$500,000	0.00	
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00	
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$500,000	0.00	\$500,000	0.00	
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00	

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Page 551

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
MO ELDRLY & HDCPD TRAN ASST P								
CORE								
PROGRAM-SPECIFIC								
GENERAL REVENUE	3,613,756	0.00	3,725,522	0.00	3,725,522	0.00	3,725,522	0.00
STATE TRANSPORTATION FUND	1,274,478	0.00	1,274,478	0.00	1,274,478	0.00	1,274,478	0.00
TOTAL - PD	4,888,234	0.00	5,000,000	0.00	5,000,000	0.00	5,000,000	0.00
TOTAL	4,888,234	0.00	5,000,000	0.00	5,000,000	0.00	5,000,000	0.00
CI for Elderly Transit NDI - 1605014								
PROGRAM-SPECIFIC								
GENERAL REVENUE	0	0.00	0	0.00	6,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	6,000,000	0.00	0	0.00
TOTAL	0	0.00	0	0.00	6,000,000	0.00	0	0.00
GRAND TOTAL	\$4,888,234	0.00	\$5,000,000	0.00	\$11,000,000	0.00	\$5,000,000	0.00

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Department of Transportation **Budget Unit: Multimodal Operations Division: Multimodal Operations**

Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) HB Section: 4.500

1. CORE FINANCIAL SUMMARY

	F [*]	Y 2025 Budg	et Request			FY 2025	Governor's	Recommend	lation
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	3,725,522	0	1,274,478	5,000,000	PSD	3,725,522	0	1,274,478	5,000,000
TRF	0	0	0	0	TRF	0	0	0	0
Total	3,725,522	0	1,274,478	5,000,000	Total	3,725,522	0	1,274,478	5,000,000
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Fringes b	udgeted in House	e Bill 5 except	for certain fri	nges	Note: Fringes	budgeted in Hous	se Bill 5 exce _l	ot for certain f	ringes

budgeted directly to MoDOT, Highway Patrol, and Conservation. budgeted directly to MoDOT, Highway Patrol, and Conservation. State Transportation Fund (0675) State Transportation Fund (0675)

Notes: Notes:

2. CORE DESCRIPTION

Other Funds:

The MEHTAP program is a state funded program that provides operating assistance to Missouri's 10 Area Agencies on Aging (AAA) and 126 governmental and/or not-forprofit organizations statewide that offer or utilize transportation services for senior citizens and individuals with disabilities. Actual allocation amounts are dependent on the total number of grant applications received, as well as any new qualified applicants that might enter the program for the first time in fiscal year 2025.

Other Funds:

The distribution of funds to eligible transportation service providers shall be determined by evaluating factors, including need for service, trip purpose, effectiveness based on yearly statistical cost per mile and one-way passenger trips and availability of alternative services.

The Governor's Recommendation is the same as the department's request.

Department of Transportation **Budget Unit: Multimodal Operations**

Division: Multimodal Operations

Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) HB Section: 4.500

3. PROGRAM LISTING (list programs included in this core funding)

The following is a list of transit grant recipients for fiscal year 2025 (draft list):

District III Area Agency on Aging Aging Ahead

Area Agency on Aging, Region X DOCO, Inc.

Bi-County Service, Inc. Douglass Community Services, Inc.

Big Springs Sheltered Workshop, Inc. Easter Seals Midwest Bootheel Counseling Services, Inc. Emmaus Homes, Inc.

Camden County Senate Bill 40 Board Faith Tabernacle World Outreach, Inc.

Cape Girardeau Community Sheltered Workshop, Inc. Families and Friends of the Develomentally Disabled in Grundy

Capital City Area Council for Special Services Five Star Senior Center, Inc.

Gateway Chapter Paralyzed Veterans of America, Inc. Casco Area Workshop, Inc.

Center for Hearing and Speech Gateway Industries of Eldon

Center for Developmentally Disabled The Good Samaritan Independent Living, Inc. Central Missouri Area Agency on Aging Good Shepherd Nursing Home District

Central Missouri Community Action

Chariton County Sheltered Workshop, Inc.

Choices for People Center for Citizens with Disabilities, Inc.

City of Liberty City Seniors, Inc.

Clay County Senior Citizens Services Fund

Community Counseling Center

Community Living, Inc.

Community Opportunities for People with Developmental Disabilities

Community Sheltered Workshop, Inc.

Cox Barton County Hospital

Crawford County Board for People with Developmental Disabilities

Current River Sheltered Workshop

Developmental Disabilities Resource Board of Clay County Developmental Disability Services of Jackson County - EITAS

Developmental Services of Franklin County, Inc.

Disability Resource Association, Inc.

Disabled Citizens Alliance for Independence, Inc.

Green Light Taxi

Guadalupe Centers, Inc.

Harrison County Community Hospital District Harrison County Sheltered Workshop Association Harry S. Truman Children's Neurological Center

High Hope Employment Services, Inc.

Ideal Industries, Inc. Independence Center

Independent Living Center of Mid-Missouri, Inc.

ITN Gateway

Jasper County Sheltered Facilities Association

Kingdom House

Laclede Early Education Program

Laclede Industries

Lafayette County Board of Sheltered Services Lake of the Ozarks Developmental Center, Inc. Lamar Community Betterment Council, Inc. Learning Opportunities / Quality Works, Inc.

Department of Transportation **Budget Unit: Multimodal Operations**

Division: Multimodal Operations

Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) HB Section: 4.500

Ray County Board of Services for the Developmentally Disabled Life. Inc.

Macon County Sheltered Workshop Rediscover

Madison County Council for Developmentally Disabled, Inc. Reynolds County Sheltered Workshop, Inc.

Manufacturers Assistance Group RideKC Connections

Marion County Services, Inc. Rolling Hills Creative Living, Inc. Mark Twain Association for Mental Health, Inc. Scenic Rivers Industries, Inc.

Mid-America Regional Council Senior Age (SW) Area Agency on Aging Mississippi County Transit System Services for Extended Employment, Inc.

Moniteau County Senate Bill 40 Board Services by Design, Inc.

Southeast Missouri Area Agency on Aging, Inc. Monroe City Sheltered Workshop Montgomery CO Senate Bill 40 Board Southeast Missouri Transportation Services, Inc.

New Growth Transit, LLC. Southside Senior Citizens Center

New Horizons Community Support Services, Inc. St. Elizabeth's Adult Day Care Center, Inc.

Northeast Missouri Area Agency on Aging St. Francois County Board for the Developmentally Disabled

Northside Youth and Senior Service Center, Inc. St. Louis Area Agency on Aging

Northwest Communities Development Corporation

Northwest Missouri Industries, Inc.

OATS, Inc. Opportunity Sheltered Industries, Inc.

Opportunity Workshop, Inc.

Oregon County Sheltered Workshop

Ozark Center

Ozark Sheltered Industries, Inc.

Ozarks Area Community Action Corporation

Paraguad, Inc.

Pemiscot Progressive Industries, Inc.

Pike County Shelter Workshop

Pike County Agency for Developmental Disabilities

Platte County Senior Citizens Service Fund

Platte Senior Services, Inc.

Productive Living Board for St. Louis County Quality Industries of the Lake of the Ozarks

St. Louis Life

St. Louis Office for Developmental Disability Resources

Terrace Gardens Retirement Center, Inc.

The Children's Place, Inc. The Salvation Army

Three Rivers Sheltered Industries, Inc.

Unique Services, Inc.

Unlimited Opportunities, Inc. Warren County Pathfinders

Warren County Sheltered Workshop, Inc. Washington County Board for the Handicapped

Web-Co Custom Industries, Inc.

Wider Opportunities, Inc. Willow Health Care, Inc.

Worth County Convalescent Center Wright Way Residential Living

Young at Heart Resources

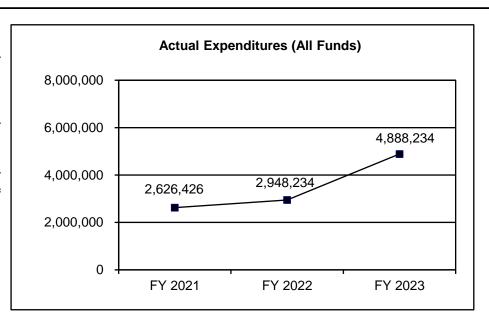
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) HB Section: 4.500

4. FINANCIAL HISTORY

	FY 2021	FY 2022	FY 2023	FY 2024
	Actual	Actual	Actual	Current Yr.
Appropriation (All Funds) Less Reverted (All Funds)	3,000,000	3,000,000	5,000,000	5,000,000
	(51,766)	(51,766)	(111,766)	(111,766)
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	2,948,234	2,948,234	4,888,234	N/A
Actual Expenditures (All Funds) Unexpended (All Funds)	2,626,426 321,808	2,948,234	4,888,234 0	N/A N/A
Unexpended, by Fund: General Revenue Federal Other	0	0	0	N/A
	0	0	0	N/A
	321,808	0	0	N/A



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

^{*}Current Year restricted amount is as of 7/1/23.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION MO ELDRLY & HDCPD TRAN ASST P

5. CORE RECONCILIATION

	Budget							
	Class	FTE	GR	Federal	(Other	Total	E
TAFP AFTER VETOES								
	PD	0.00	3,725,522	0		1,274,478	5,000,000	
	Total	0.00	3,725,522	0		1,274,478	5,000,000	-
DEPARTMENT CORE REQUEST								
	PD	0.00	3,725,522	0		1,274,478	5,000,000	
	Total	0.00	3,725,522	0		1,274,478	5,000,000	-
GOVERNOR'S RECOMMENDED	CORE							
	PD	0.00	3,725,522	0		1,274,478	5,000,000	
	Total	0.00	3,725,522	0		1,274,478	5,000,000	_

Page 558

DECISION ITEM DETAIL

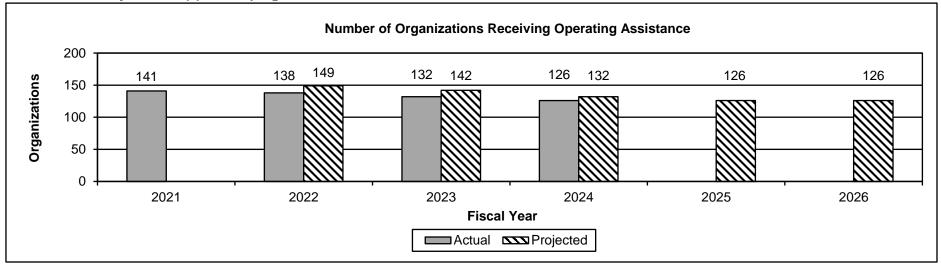
Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
MO ELDRLY & HDCPD TRAN ASST P								
CORE								
PROGRAM DISTRIBUTIONS	4,888,234	0.00	5,000,000	0.00	5,000,000	0.00	5,000,000	0.00
TOTAL - PD	4,888,234	0.00	5,000,000	0.00	5,000,000	0.00	5,000,000	0.00
GRAND TOTAL	\$4,888,234	0.00	\$5,000,000	0.00	\$5,000,000	0.00	\$5,000,000	0.00
GENERAL REVENUE	\$3,613,756	0.00	\$3,725,522	0.00	\$3,725,522	0.00	\$3,725,522	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$1,274,478	0.00	\$1,274,478	0.00	\$1,274,478	0.00	\$1,274,478	0.00

PROGRAI	M DESCRIPTION
Department of Transportation	HB Section(s): 4.500
Program Name: MEHTAP	<u> </u>
Program is found in the following core budget(s): MEHTAP	

1b. What does this program do?

The MEHTAP program is a state funded program that provides operating assistance to Missouri's 10 Area Agencies on Aging (AAA) and 126 governmental and/or not-for-profit organizations statewide that offer or utilize transportation services for senior citizens and individuals with disabilities. In fiscal year 2022, there were a total of 3,216,429 rides in the MEHTAP program for the elderly and individuals with disabilities.

2a. Provide an activity measure(s) for the program.



The 2025 and 2026 projections are based off of the number of agencies receiving operating assistance in fiscal year 2024.

PROGRAM DESCRIPTION		

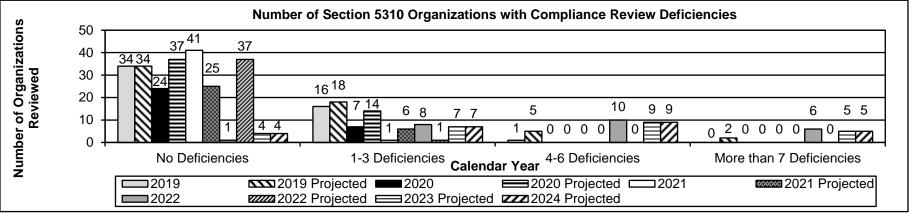
HB Section(s): 4.500

Department of Transportation

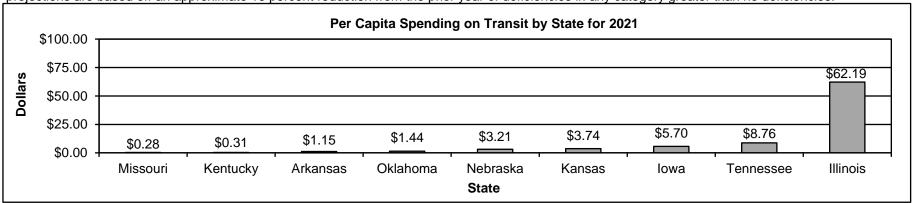
Program Name: MEHTAP

Program is found in the following core budget(s): MEHTAP

Provide a measure(s) of the program's quality.



The Federal Transit Administration's Section 5310 formula grants provide capital and operating assistance to transportation service providers serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

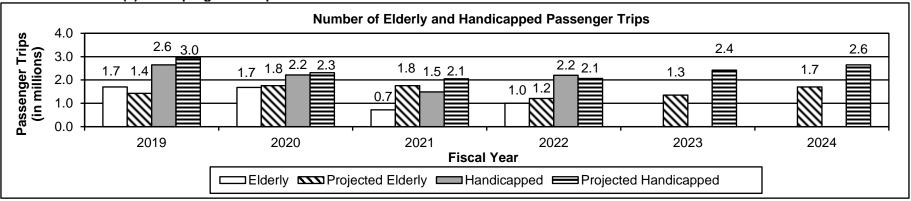
PROGRAM DES	CRIPTION
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Department of Transportation HB Section(s): 4.500

Program Name: MEHTAP

Program is found in the following core budget(s): MEHTAP

2c. Provide a measure(s) of the program's impact.



Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. The number of elderly and handicapped passenger trips in fiscal year 2021 and 2022 declined significantly due to driver shortages and the COVID-19 pandemic. As a result, the 2023 and 2024 projections are based on ridership returning to 2019 ridership levels in 2024. Fiscal year 2023 data was not available at time of publication.

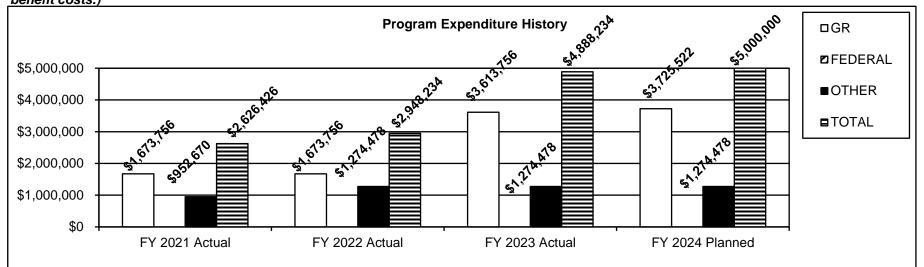
2d. Provide a measure(s) of the program's efficiency.

Average Cost per Trip for Mobility Services to Seniors & Persons with Disabilities											
	Fiscal Year										
	2019	2020	2021	2022	2023	2024					
Actual	\$8.70	\$9.48	\$12.77	\$36.20							
Projected	\$8.54	\$8.66	\$8.89	\$8.89	\$36.20	\$36.20					

The cost per trip in 2021 was higher due to the COVID-19 pandemic. The cost per trip in 2022 was higher due to increase in operating expenses incurred by agencies as it relates to salaries, vehicle maintenance, fuel, etc. Due to continued high costs, the 2023 and 2024 projections are based on fiscal years 2022 actuals. Fiscal year 2023 data was not available at time of publication.

PROGR	AM DESCRIPTION
Department of Transportation	HB Section(s): 4.500
Program Name: MEHTAP	
Program is found in the following core budget(s): MEHTAP	

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds? State Transportation Fund (0675)

- 5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
 Article IV, Section 30(c) MO Constitution, 33.543, 208.255 and 226.225, RSMo.
- 6. Are there federal matching requirements? If yes, please explain.
- 7. Is this a federally mandated program? If yes, please explain.
 No

OF 23

RANK: 14

Department of	Transportation				Budget Unit	t: Multimodal C	Operations		•
Division: Multi	imodal Operation	ıs							
DI Name: MEH	TAP Expansion			DI# 1605014	HB Section:	4.500			
1. AMOUNT O	F REQUEST								
		2025 Budget	Request			FY 202	Governor's	Recommend	lation
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	(
EE	0	0	0	0	EE	0	0	0	(
PSD	6,000,000	0	0	6,000,000	PSD	0	0	0	(
TRF	0	0	0	0	TRF	0	0	0	(
Total	6,000,000	0	0	6,000,000	Total	0	0	0	
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.0
HB 4	0	0	0	0	HB 4	0	0	0	(
HB 5	0	0	0	0	HB 5	0	0	0	(
Note: Fringes I	budgeted in House	Bill 5 except f	or certain frin	ges	Note: Fringe	es budgeted in F	louse Bill 5 ex	cept for certa	in fringes
budgeted direc	tly to MoDOT, High	hway Patrol, ar	nd Conservati	on.	budgeted dir	rectly to MoDOT	, Highway Pa	trol, and Cons	servation.

2. THIS REQUEST CAN BE CATEGORIZED AS:

New Legislation		New Program	Fund Switch
Federal Mandate	Х	Program Expansion	Cost to Continue
GR Pick-Up		Space Request	Equipment Replacement
Pay Plan		Other:	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is needed to provide state matching funds for Capital Improvement Sec 5310 federal grants in rural, small urban and urban areas of the state that support the transportation of seniors and individuals with disabilities.

The Governor's Recommendation for this item was moved to House Bill 20 and is funded from ARPA.

RANK:	14	OF	23

Department of Transportation		Budget Unit: Multimodal Operations
Division: Multimodal Operations		
DI Name: MEHTAP Expansion	DI# 1605014	HB Section: 4.500

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

The amount is needed to use as matching funds for federal grants to purchase additional transit vehicles in rural, small urban and urban areas of the state that support the transportation of seniors and individuals with disabilities.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions Total PSD	6,000,000 6,000,000	0.0	0	0.0	0 0	0.0	6,000,000 6,000,000	0.0	
Grand Total	6,000,000	0.0	0	0.0	0	0.0	6,000,000	0.0	0
Budget Object Class/Job Class	Gov Rec GR DOLLARS	Gov Rec GR FTE	Gov Rec FED DOLLARS	Gov Rec FED FTE	Gov Rec OTHER DOLLARS	Gov Rec OTHER FTE	Gov Rec TOTAL DOLLARS	Gov Rec TOTAL FTE	Gov Rec One-Time DOLLARS
Program Distributions Total PSD	0	0.0	0	0.0	0	0.0	0	0.0	
Grand Total	0	0.0	0	0.0	0	0.0	0	0.0	0

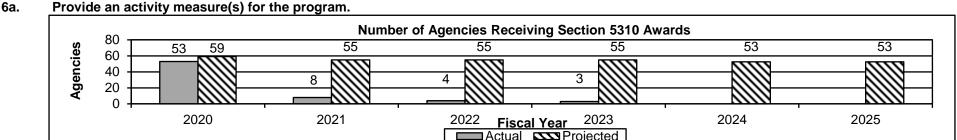
RANK: ___14 ___ OF __23 ___

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

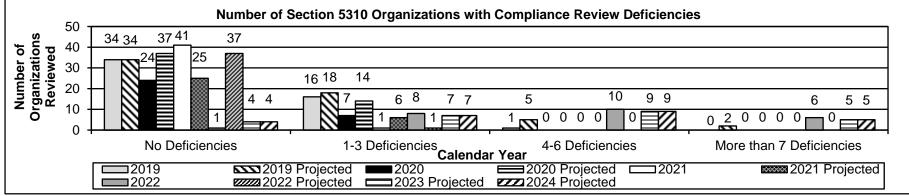
DI Name: MEHTAP Expansion DI# 1605014 HB Section: 4.500

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)



Agencies participating in the Section 5310 program are required to participate in a coordinated public transit human services transportation plan. Section 5304 planning funds are used to develop coordinated plans that include projects applied for by Section 5310 sub-recipients. Participating agencies are required to renew their plans once every four years. Additional federal funding and staffing shortages have led to delays in transportation planning renewals in 2021, 2022 and 2023. Additional staffing and funding in 2024 is expected to resolve these issues. The 2024 and 2025 projections are based off of the number of agencies receiving awards from fiscal year 2020 due to hiring additional staff in 2024.

6b. Provide a measure(s) of the program's quality.



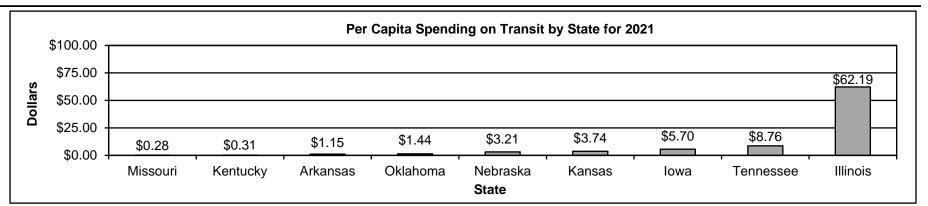
The Federal Transit Administration's Section 5310 formula grants provide capital and operating assistance to transportation service providers serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

RANK: 14 OF 23

Department of Transportation Budget Unit: Multimodal Operations

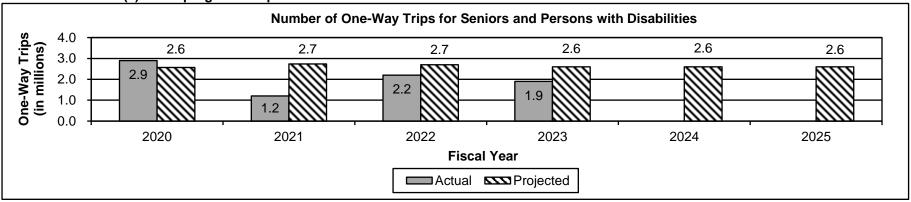
Division: Multimodal Operations

DI Name: MEHTAP Expansion DI# 1605014 HB Section: 4.500



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

6c. Provide a measure(s) of the program's impact.



Agencies participating in the Section 5310 program are required to develop coordinated public transit human services transportation plans. Section 5304 planning funds are used to develop coordinated plans for Section 5310 sub-recipients shown above. A one-way trip occurs every time an individual boards a bus. In 2021, one-way trips declined significantly due to the COVID-19 pandemic. For 2023, one-way trips for seniors and persons with disabilities declined from 2022 due to driver shortages, rise in operational cost and transit vehicle chassis availability. As a result, the 2024 and 2025 projections are based on ridership returning to 2019 ridership levels.

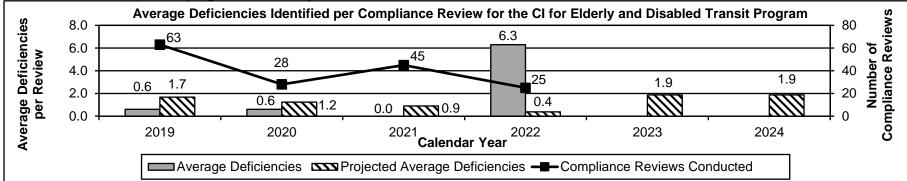
RANK: ___14 ___ OF __23 ___

Department of Transportation Budget Unit: Multimodal Operations

DI Name: MEHTAP Expansion DI# 1605014 HB Section: 4.500

6d. Provide a measure(s) of the program's efficiency.

Division: Multimodal Operations



Compliance reviews can consist of 20 different review areas. Some of the review areas include: Project Management, Procurement, Asset Management, Equal Employment Opportunity, Americans with Disabilities Act, Drug and Alcohol Compliance, Discrimination, etc. A deficiency is a violation of an FTA or state requirement, which requires corrective action by a pre-determined date. Compliance reviews at a minimum are conducted once every three years and based on risk-based approach. Note that on-site compliance reviews were shifted to virtual reviews in March of 2020, through 2021 due to the COVID-19 pandemic. The high rate of deficiencies in 2022 was the result of on-sight reviews resuming, resulting in finding many deficiencies in organizations across the board. Future deficiency rates are expected to return to pre-COVID-19 levels, so the 2023 and 2024 projections are based off of the average of the last four calendar years of deficiencies per review.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide capital assistance to specialized transportation providers for transit vehicles supporting existing and expansion of transportation services for seniors and individuals with disabilities across the state.

Page 568

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
MO ELDRLY & HDCPD TRAN ASST P								
CI for Elderly Transit NDI - 1605014								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	6,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	6,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$6,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$6,000,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

Page 569

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
STATE SAFETY OVERSIGHT								
CORE								
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	297,460	0.00	505,962	0.00	505,962	0.00	505,962	0.00
STATE TRANSPORTATION FUND	74,365	0.00	126,491	0.00	126,491	0.00	126,491	0.00
TOTAL - PD	371,825	0.00	632,453	0.00	632,453	0.00	632,453	0.00
TOTAL	371,825	0.00	632,453	0.00	632,453	0.00	632,453	0.00
GRAND TOTAL	\$371,825	0.00	\$632,453	0.00	\$632,453	0.00	\$632,453	0.00

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CORE DECISION ITEM

Department of Transportation

Division: Multimodal Operations

Core: State Safety Oversight

Budget Unit: Multimodal Operations

HB Section: 4.525

1. CORE FINANCIAL SUMMARY

	F'	Y 2025 Budge	et Request			FY 202	5 Governor's	Recommend	lation
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	505,962	126,491	632,453	PSD	0	505,962	126,491	632,453
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	505,962	126,491	632,453	Total	0	505,962	126,491	632,453
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
_	budgeted in House tly to MoDOT, Higi	•		_		s budgeted in Holectly to MoDOT, H		•	•

Other Funds: State Transportation Fund (0675)

Other Funds: State Transportation Fund (0675)

2. CORE DESCRIPTION

This appropriation funds the State Safety Oversight program, which involves inspecting light rail transit systems. The Federal Transit Administration provides federal funding for this program. The program requires a 20 percent state match.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

Currently, three operational systems exist in Missouri, the Metrolink in St. Louis, the Delmar Loop Trolley in St. Louis, and the Kansas City Streetcar. The Delmar Loop Trolley is currently operating during spring, summer and fall only. Each is subject to the safety requirements of the State Safety Oversight program.

CORE DECISION ITEM

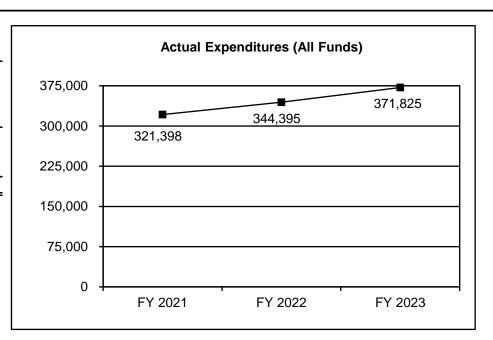
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

Core: State Safety Oversight HB Section: 4.525

4. FINANCIAL HISTORY

	FY 2021	FY 2022	FY 2023	FY 2024
	Actual	Actual	Actual	Current Yr.
Appropriation (All Funds)	632,453	632,453	632,453	632,453
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	632,453	632,453	632,453	N/A
Actual Expenditures (All Funds)	321,398	344,395	371,825	N/A
Unexpended (All Funds)	311,055	288,058	260,628	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	248,844	230,446	208,502	N/A
Other	62,211	57,612	52,126	N/A
	(1)	(1)	(1)	



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for consultant support.

	FY 2	2021	FΥ	2022	FY 2023		
Purchase Orders	\$	58,602	\$	69,890	\$	48,065	

^{*}Current Year restricted amount is as of 7/1/23.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

STATE SAFETY OVERSIGHT

5. CORE RECONCILIATION

	Budget							
	Class	FTE	GR		Federal	Other	Total	Ex
TAFP AFTER VETOES								
	PD	0.00		0	505,962	126,491	632,453	_
	Total	0.00		0	505,962	126,491	632,453	- - -
DEPARTMENT CORE REQUEST								
	PD	0.00		0	505,962	126,491	632,453	<u> </u>
	Total	0.00		0	505,962	126,491	632,453	- -
GOVERNOR'S RECOMMENDED	CORE							
	PD	0.00		0	505,962	126,491	632,453	_
	Total	0.00		0	505,962	126,491	632,453	-

Page 574

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
STATE SAFETY OVERSIGHT								
CORE								
PROGRAM DISTRIBUTIONS	371,825	0.00	632,453	0.00	632,453	0.00	632,453	0.00
TOTAL - PD	371,825	0.00	632,453	0.00	632,453	0.00	632,453	0.00
GRAND TOTAL	\$371,825	0.00	\$632,453	0.00	\$632,453	0.00	\$632,453	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$297,460	0.00	\$505,962	0.00	\$505,962	0.00	\$505,962	0.00
OTHER FUNDS	\$74,365	0.00	\$126,491	0.00	\$126,491	0.00	\$126,491	0.00

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Department of Transportation HB Section(s): 4.525

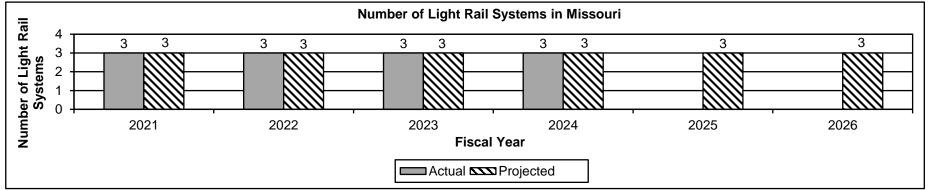
Program Name: State Safety Oversight

Program is found in the following core budget(s): State Safety Oversight

1b. What does this program do?

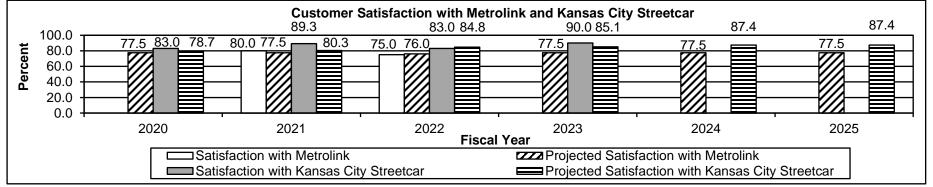
This appropriation funds the State Safety Oversight program, which involves inspecting light rail transit systems. The Federal Transit Administration provides federal funding for this program. The program requires a 20 percent state match.

2a. Provide an activity measure(s) for the program.



There are three operational systems in Missouri: the Metrolink in St. Louis, the Delmar Loop Trolley in St. Louis, and the Kansas City Streetcar. The Delmar Loop Trolley is currently operating during spring, summer and fall only. Each system is subject to the safety requirements of the State Safety Oversight program. The 2025 and 2026 projections are based upon the number of light rail systems in operation in 2024.

2b. Provide a measure(s) of the program's quality.



The 2024 and 2025 projections are based on the average of the last three years of actuals. The 2020 Metrolink customer satisfaction data was not collected. The 2023 Metrolink data was not available at time of publication.

PROGRAM DESCRIPTION

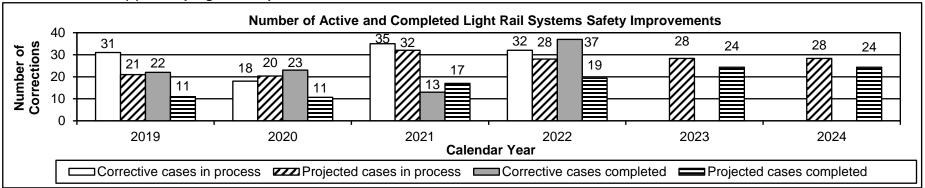
Department of Transportation

HB Section(s): 4.525

Program Name: State Safety Oversight

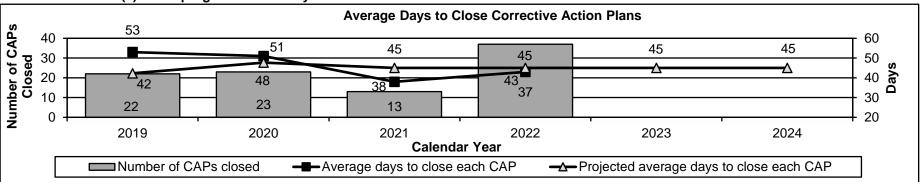
Program is found in the following core budget(s): State Safety Oversight

2c. Provide a measure(s) of the program's impact.



Currently, three light rail systems exist in Missouri: the Metrolink in St. Louis, the Delmar Loop Trolley in St. Louis and the Kansas City Streetcar. The Delmar Loop Trolley is operational during spring, summer and fall only. Compliance reviews are conducted every three years and were conducted in 2021. The 2023 and 2024 projections are based on the average of the last three years of actuals.

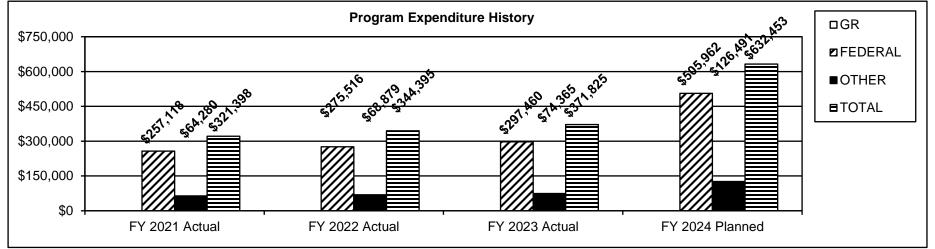
2d. Provide a measure(s) of the program's efficiency.



This measure represents the amount of time the State Safety Oversight (SSO) program uses to verify the completion of a Corrective Action Plan (CAP). Even when not in operation, the Delmar Loop Trolley is still subject to CAP enforcement. The 2023 and 2024 projections are based on the SSO's goal to close CAPs within 45 days.

PROGRAM D	PESCRIPTION
Department of Transportation	HB Section(s): 4.525
Program Name: State Safety Oversight	
Program is found in the following core budget(s): State Safety Oversight	
_	

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

State Transportation Fund (0675)

- 5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.) 49 U.S.C. 5329
- 6. Are there federal matching requirements? If yes, please explain.

Yes, this program requires a 20 percent state match.

7. Is this a federally mandated program? If yes, please explain.

Yes, any state with Federal Transit Administration funded Rail Fixed Guideway Systems must have a designated State Safety Oversight Agency.

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Page 579

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
STATE MATCH FOR AMTRAK								
CORE								
PROGRAM-SPECIFIC								
GENERAL REVENUE	13,250,000	0.00	14,500,000	0.00	14,500,000	0.00	14,500,000	0.00
TOTAL - PD	13,250,000	0.00	14,500,000	0.00	14,500,000	0.00	14,500,000	0.00
TOTAL	13,250,000	0.00	14,500,000	0.00	14,500,000	0.00	14,500,000	0.00
State Match for Amtrak NDI - 1605017								
PROGRAM-SPECIFIC								
GENERAL REVENUE	0	0.00	0	0.00	1,500,000	0.00	1,500,000	0.00
TOTAL - PD	0	0.00	0	0.00	1,500,000	0.00	1,500,000	0.00
TOTAL	0	0.00	0	0.00	1,500,000	0.00	1,500,000	0.00
GRAND TOTAL	\$13,250,000	0.00	\$14,500,000	0.00	\$16,000,000	0.00	\$16,000,000	0.00

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CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: State Match for Amtrak	HB Section:	4.530
		<u> </u>

CORE FINANCIAL SUMMARY

	F	Y 2025 Budg	et Request			FY 202	5 Governor's	Recommen	dation
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	14,500,000	0	0	14,500,000	PSD	14,500,000	0	0	14,500,000
TRF	0	0	0	0	TRF	0	0	0	0
Total	14,500,000	0	0	14,500,000	Total	14,500,000	0	0	14,500,000
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Fringe:	s budgeted in House	e Bill 5 except	for certain fr	ringes	Note: Fring	ges budgeted in Hot	use Bill 5 exce	pt for certair	r fringes
budgeted dire	ectly to MoDOT, Higi	hway Patrol, a	and Conserva	ation.	budgeted di	irectly to MoDOT, F	lighway Patro	l, and Conse	rvation.

Other Funds:

Other Funds:

2. CORE DESCRIPTION

This program provides state funding for passenger rail service between St. Louis and Kansas City, known as the Missouri River Runner, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as Missouri continues to provide alternative transportation options to travelers and promote statewide economic development.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

The projected cost to fund twice daily round trips for fiscal year 2025 passenger rail service is \$16.0 million. The department is evaluating the level of service quarterly to ensure the service stays within the appropriation. Intercity passenger rail service supports statewide economic activity estimated at \$208.0 million. If passenger rail services are discontinued, MoDOT will be required to refund a pro-rated share of the Federal contribution, based upon the percentage of the 20 year period remaining at the time of such discontinuance.

CORE DECISION ITEM

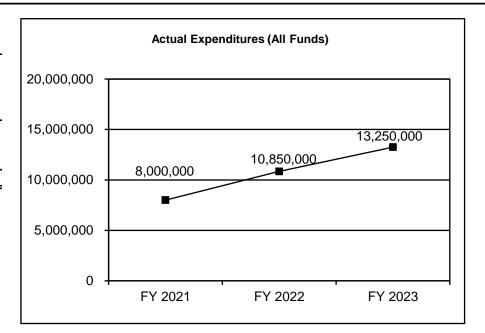
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

Core: State Match for Amtrak HB Section: 4.530

4. FINANCIAL HISTORY

	FY 2021	FY 2022	FY 2023	FY 2024
	Actual	Actual	Actual	Current Yr.
Appropriation (All Funds)	8,000,000	10,850,000	13,250,000	14,500,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	8,000,000	10,850,000	13,250,000	N/A
Actual Expenditures (All Funds)	8,000,000	10,850,000	13,250,000	N/A
Unexpended (All Funds)	0	0	0	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	0	0	0	N/A



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

^{*}Current Year restricted amount is as of 7/1/23.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

STATE MATCH FOR AMTRAK

5. CORE RECONCILIATION

	Budget						
	Class	FTE	GR	Federal	Other	Total	E
TAFP AFTER VETOES							
	PD	0.00	14,500,000	0	0	14,500,000	
	Total	0.00	14,500,000	0	0	14,500,000	
DEPARTMENT CORE REQUEST							•
	PD	0.00	14,500,000	0	0	14,500,000	
	Total	0.00	14,500,000	0	0	14,500,000	
GOVERNOR'S RECOMMENDED	CORE						•
	PD	0.00	14,500,000	0	0	14,500,000	
	Total	0.00	14,500,000	0	0	14,500,000	_

Page 584

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
STATE MATCH FOR AMTRAK								
CORE								
PROGRAM DISTRIBUTIONS	13,250,000	0.00	14,500,000	0.00	14,500,000	0.00	14,500,000	0.00
TOTAL - PD	13,250,000	0.00	14,500,000	0.00	14,500,000	0.00	14,500,000	0.00
GRAND TOTAL	\$13,250,000	0.00	\$14,500,000	0.00	\$14,500,000	0.00	\$14,500,000	0.00
GENERAL REVENUE	\$13,250,000	0.00	\$14,500,000	0.00	\$14,500,000	0.00	\$14,500,000	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

PROGRAM DESCRIPTION	
Department of Transportation	HB Section(s): 4.530
Program Name: State Match for Amtrak	.,,
Program is found in the following core budget(s): State Match for Amtrak	

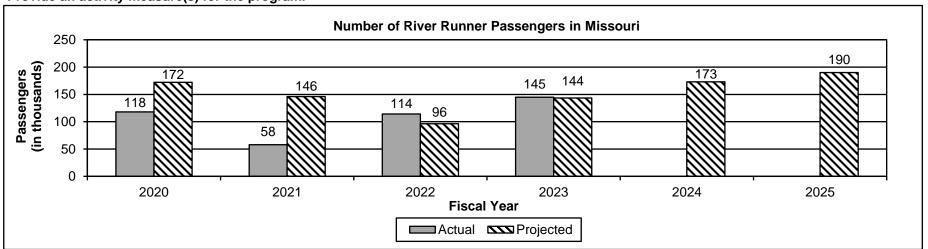
1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program provides state funding for passenger rail service between St. Louis and Kansas City, known as the Missouri River Runner, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as Missouri continues to provide alternative transportation options to travelers and promote statewide economic development.

2a. Provide an activity measure(s) for the program.



In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

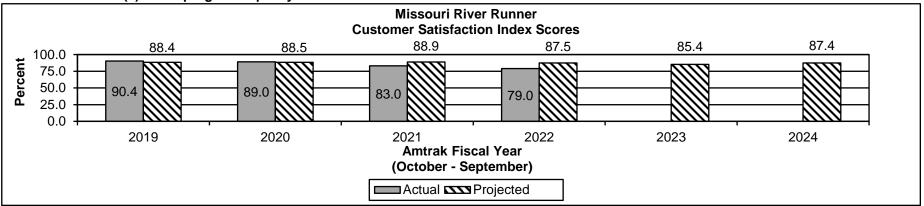
PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.530

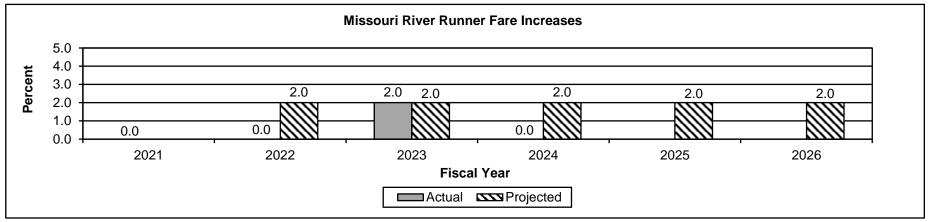
Program Name: State Match for Amtrak

Program is found in the following core budget(s): State Match for Amtrak

2b. Provide a measure(s) of the program's quality.



Amtrak measures customer satisfaction based on criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The 2023 projection is the four year average of customer satisfaction with the Missouri River Runner. The 2024 projection was established by projecting a two percent improvement from the four year average of customer satisfaction with the Missouri River Runner.



The 2025 and 2026 projections are based on a two percent increase.

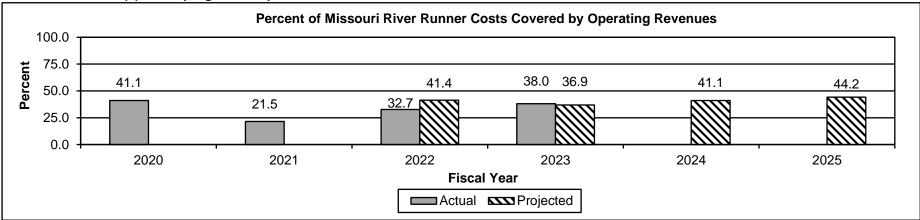
PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.530

Program Name: State Match for Amtrak

Program is found in the following core budget(s): State Match for Amtrak

2c. Provide a measure(s) of the program's impact.



In 2021, ridership was severely impacted by the COVID-19 pandemic. The 2024 and 2025 projections are based on a 3.1 percent increase each year.

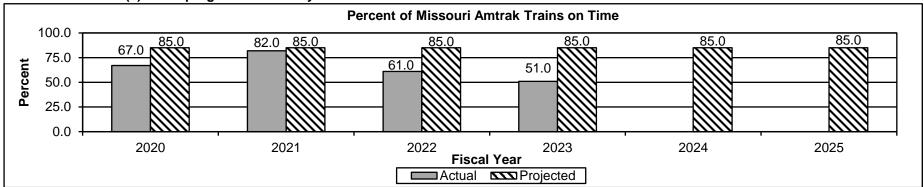
Missouri River Runner Per Rider Subsidy from State Support

State Fiscal Year	Ridership	State Cost	Per Rider Cost	Amtrak Contract
2020	117,739	\$9,100,000	\$77	\$11,650,000
2020 Projected	172,000	\$9,100,000	\$53	\$11,650,000
2021	57,744	\$8,000,000	\$139	\$9,353,673
2021 Projected	146,000	\$8,000,000	\$55	\$9,850,000
2022	114,300	\$10,850,000	\$95	\$10,850,000
2022 Projected	96,000	\$10,850,000	\$113	\$10,850,000
2023	145,400	\$13,250,000	\$91	\$13,250,000
2023 Projected	144,000	\$13,250,000	\$92	\$13,250,000
2024 Projected	173,000	\$14,500,000	\$84	\$14,500,000
2025 Projected	190,000	\$16,000,000	\$84	\$16,000,000

In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

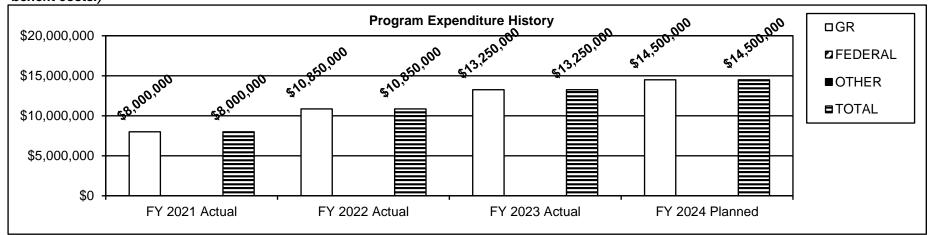
PROGRAM DESCRIPTION	
Department of Transportation	HB Section(s): 4.530
Program Name: State Match for Amtrak	<u></u>
Program is found in the following core budget(s): State Match for Amtrak	

2d. Provide a measure(s) of the program's efficiency.



The 2024 and 2025 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2020 on-time performance declined due to flooding. The 2022 and 2023 on-time performance declined due to an increase in freight train delays and track maintenance.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



	- ago ooo
	PROGRAM DESCRIPTION
	and the section of Transport of the section of the
	partment of Transportation HB Section(s): 4.530
	ogram Name: State Match for Amtrak
Pro	ogram is found in the following core budget(s): State Match for Amtrak
4.	What are the sources of the "Other" funds? N/A
5.	What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.) Article IV, Section 30(c), MO Constitution, 33.543, RSMo.
6.	Are there federal matching requirements? If yes, please explain. No
7.	Is this a federally mandated program? If yes, please explain. No
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	nt of Transportation				Budget Unit	: Multimodal (Operations		
	Multimodal Operation								
DI Name:	State Match for Amtr	ak Operating Co	ost Exp.	DI# 1605017	HB Section:	4.530			
1. AMOU	NT OF REQUEST								
	F [*]	Y 2025 Budget I	Request			FY 202	5 Governor's	Recommen	dation
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	1,500,000	0	0	1,500,000	PSD	1,500,000	0	0	1,500,000
TRF	0	0	0	0	TRF	0	0	0	0
Total	1,500,000	0	0	1,500,000	Total	1,500,000	0	0	1,500,000
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
	ges budgeted in Hous	•	_	es budgeted	_	es budgeted in		•	-
directly to	MoDOT, Highway Pati	ol, and Conserva	ation.		budgeted dire	ectly to MoDO	I, Highway Pa	trol, and Con	servation.
Other Fun	ds:				Other Funds:	:			
2. THIS R	EQUEST CAN BE CA	TEGORIZED AS	:						
	New Legislation				New Program		F	Fund Switch	
	Federal Mandate		_	Х	Program Expansion	-	Cost to Continue		
	GR Pick-Up				Equipment Replacement				
	GIV FICK-OD		_		Other:	-			•
	Pay Plan				Other.				

Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as Missouri

The Governor's Recommendation is the same as the department's request.

continues to provide alternative transportation options to travelers and promote statewide economic development.

RANK:	17	OF	23	

Department of Transportation		Budget Unit	Multimodal Operations	
Division: Multimodal Operations				
DI Name: State Match for Amtrak Operating Cost Exp.	DI# 1605017	HB Section:	4.530	

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This request is needed to cover the increase in service costs due to inflation to provide twice daily passenger rail service. The increase in cost for all operating expenses including fuel and labor is expected to be approximately eight percent.

	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	1,500,000	0.0	0	0.0	0	0.0	1,500,000	0.0	0
Total PSD	1,500,000	0.0	0	0.0	0	0.0	1,500,000	0.0	
Grand Total	1,500,000	0.0	0	0.0	0	0.0	1,500,000	0.0	0
	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	1,500,000	0.0	0	0.0	0	0.0	1,500,000	0.0	0
Total PSD	1,500,000	0.0	0	0.0	0	0.0	1,500,000	0.0	
Grand Total	1,500,000	0.0	0	0.0	0	0.0	1,500,000	0.0	0

RANK: 17 OF 23

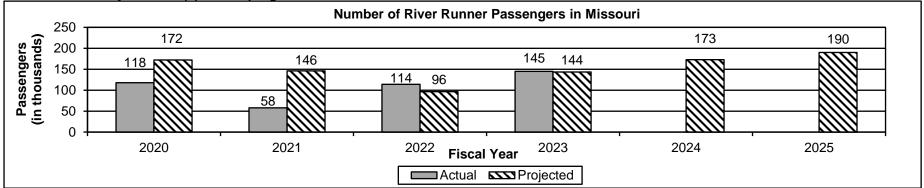
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

DI Name: State Match for Amtrak Operating Cost Exp. DI# 1605017 HB Section: 4.530

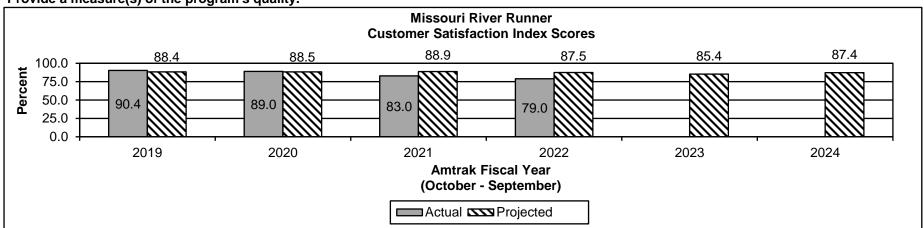
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

6b. Provide a measure(s) of the program's quality.

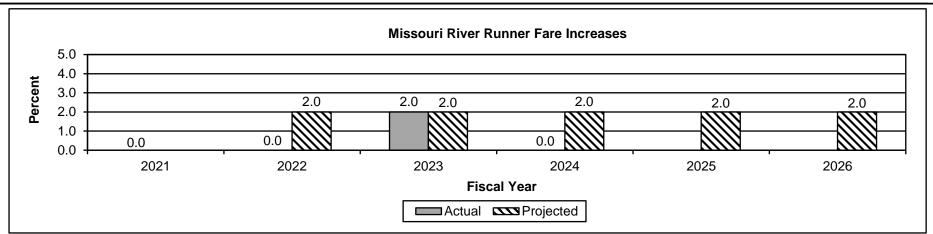


Amtrak measures customer satisfaction based on criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The 2023 projection is the four year average of customer satisfaction with the Missouri River Runner. The 2024 projection was established by projecting a two percent improvement from the four year average of customer satisfaction with the Missouri River Runner.

Department of Transportation Budget Unit: Multimodal Operations

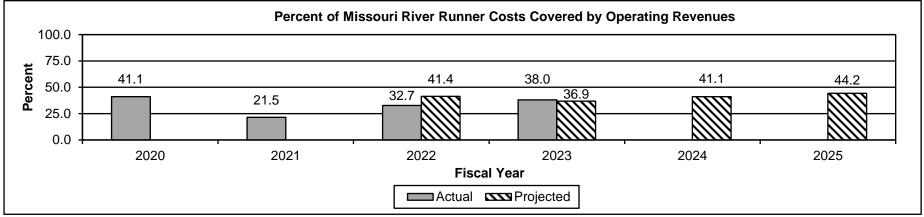
Division: Multimodal Operations

DI Name: State Match for Amtrak Operating Cost Exp. DI# 1605017 HB Section: 4.530



The 2025 and 2026 projections are based on a two percent increase.

6c. Provide a measure(s) of the program's impact.



In 2021, ridership was severely impacted by the COVID-19 pandemic. The 2024 and 2025 projections are based on a 3.1 percent increase each year.

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

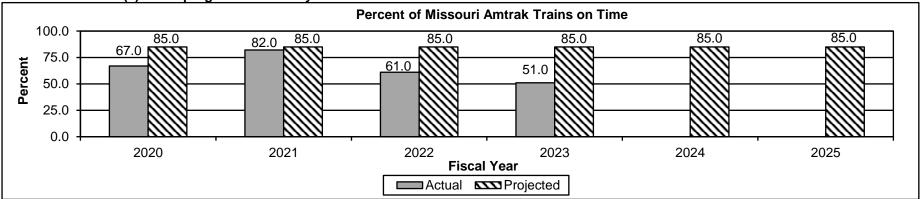
DI Name: State Match for Amtrak Operating Cost Exp. DI# 1605017 HB Section: 4.530

Missouri River Runner Per Rider Subsidy from State Support

	1	Trainion 1 of 10	Tuer oubsidy from otate o	
State Fiscal Year	Ridership	State Cost	Per Rider Cost	Amtrak Contract
2020	117,739	\$9,100,000	\$77	\$11,650,000
2020 Projected	172,000	\$9,100,000	\$53	\$11,650,000
2021	57,744	\$8,000,000	\$139	\$9,353,673
2021 Projected	146,000	\$8,000,000	\$55	\$9,850,000
2022	114,300	\$10,850,000	\$95	\$10,850,000
2022 Projected	96,000	\$10,850,000	\$113	\$10,850,000
2023	145,400	\$13,250,000	\$91	\$13,250,000
2023 Projected	144,000	\$13,250,000	\$92	\$13,250,000
2024 Projected	173,000	\$14,500,000	\$84	\$14,500,000
2025 Projected	190,000	\$16,000,000	\$84	\$16,000,000

In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

6d. Provide a measure(s) of the program's efficiency.



The 2024 and 2025 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2020 on-time performance declined due to flooding. The 2022 and 2023 on-time performance declined due to an increase in freight train delays and track maintenance.

	RANK:	OF	23	
Deventment of Transportation		Dudnet Unit	Multimadal Oparations	
Department of Transportation Division: Multimodal Operations		Budget Unit:	Multimodal Operations	
DI Name: State Match for Amtrak Operating Cost Exp.	DI# 1605017	HB Section:	4.530	
7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEA	ASUREMENT TAR	GETS:		
This will provide passenger rail service for Missouri's commu	unities and ensure t	the economic benefit of t	he service for the communities.	

Page 597

DECISION ITEM DETAIL

Budget Unit Decision Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024	FY 2024 BUDGET FTE	FY 2025 DEPT REQ DOLLAR	FY 2025 DEPT REQ FTE	FY 2025 GOV REC DOLLAR	FY 2025 GOV REC FTE
			BUDGET					
			DOLLAR					
STATE MATCH FOR AMTRAK								
State Match for Amtrak NDI - 1605017								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	1,500,000	0.00	1,500,000	0.00
TOTAL - PD	0	0.00	0	0.00	1,500,000	0.00	1,500,000	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$1,500,000	0.00	\$1,500,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$1,500,000	0.00	\$1,500,000	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

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Page 599

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
AMTRAK ADVERTISING & STATION								
CORE								
EXPENSE & EQUIPMENT								
STATE TRANSPORTATION FUND	25,000	0.00	25,000	0.00	25,000	0.00	25,000	0.00
TOTAL - EE	25,000	0.00	25,000	0.00	25,000	0.00	25,000	0.00
TOTAL	25,000	0.00	25,000	0.00	25,000	0.00	25,000	0.00
MO Amtrak Stations NDI - 1605018								
EXPENSE & EQUIPMENT								
STATE TRANSPORTATION FUND	0	0.00	0	0.00	10,000	0.00	10,000	0.00
TOTAL - EE	0	0.00	0	0.00	10,000	0.00	10,000	0.00
TOTAL	0	0.00	0	0.00	10,000	0.00	10,000	0.00
GRAND TOTAL	\$25,000	0.00	\$25,000	0.00	\$35,000	0.00	\$35,000	0.00

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CORE DECISION ITEM

Department of Transportation **Budget Unit: Multimodal Operations Division: Multimodal Operations**

Core: Amtrak Advertising and Station Improvements HB Section: 4.535

1. CORE FINANCIAL SUMMARY

	F [*]	Y 2025 Budge	et Request			FY 202	dation		
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	25,000	25,000	EE	0	0	25,000	25,000
PSD	0	0	0	0	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	0	25,000	25,000	Total	0	0	25,000	25,000
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Fringes bu	dgeted in House	Bill 5 except	for certain frin	ges	Note: Fringes	s budgeted in Ho	ıse Bill 5 exce	pt for certain	fringes
budgeted directly	to MoDOT, Hial	hwav Patrol. a	and Conservat	ion.	budaeted dire	ectly to MoDOT, F	liahwav Patrol	l. and Conser	vation.

Other Funds: State Transportation Fund (0675) Other Funds: State Transportation Fund (0675)

2. CORE DESCRIPTION

This program is used to provide a small reimbursement to cities, local community organizations and non-profit organizations which maintain passenger rail stations for the cost to perform maintenance, repairs, operational and safety improvements and other projects at Missouri passenger rail stations. Improving and rehabilitating passenger rail stations is important for passenger safety and convenience as well as promoting passenger rail service. Beyond the obvious need to help communities make normal infrastructure repairs to Amtrak stations, this program also aids communities in recovering costs for projects which enhance security, provide a clean environment and enhance the overall customer experience. Providing citizens with great customer service and welcoming and safe stations is critical in maintaining and increasing the number of passengers using the service.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

This program is used for all 13 passenger rail stations in Missouri. These stations are in Arcadia, Kansas City, Independence, Lee's Summit, Warrensburg, Sedalia, La Plata, Jefferson City, Hermann, Washington, Poplar Bluff, Kirkwood and St. Louis. At the beginning of each fiscal year, MoDOT initially offers an equal amount of funding for each community to request for these repairs and improvements. MoDOT reviews the appropriation authority balance semi-annually. If certain communities only use a portion of available funding or did not request funding at all, then other communities may request additional funds. Communities must submit project proposals to MoDOT for review and approval. Once a project is approved, the requesting entity must submit invoices and paid receipts for reimbursement as work is completed.

CORE DECISION ITEM

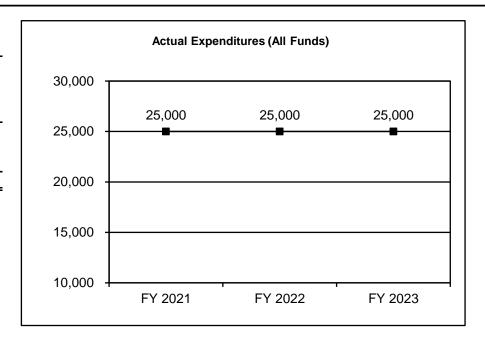
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

Core: Amtrak Advertising and Station Improvements HB Section: 4.535

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	25,000	25,000	25,000	25,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	25,000	25,000	25,000	N/A
Actual Expenditures (All Funds)	25,000	25,000	25,000	N/A
Unexpended (All Funds)	0	0	0	N/A
Unexpended, by Fund: General Revenue Federal Other	0 0 0	0 0 0	0 0 0	N/A N/A N/A



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

^{*}Current Year restricted amount is as of 7/1/23.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION AMTRAK ADVERTISING & STATION

5. CORE RECONCILIATION

	Budget							
	Class	FTE	GR		Federal	Other	Total	E
TAFP AFTER VETOES								
	EE	0.00		0	0	25,000	25,000	
	Total	0.00		0	0	25,000	25,000	
DEPARTMENT CORE REQUEST								
	EE	0.00		0	0	25,000	25,000	_
	Total	0.00		0	0	25,000	25,000	
GOVERNOR'S RECOMMENDED	CORE							
	EE	0.00		0	0	25,000	25,000	
	Total	0.00		0	0	25,000	25,000	•

Page 604

DECISION ITEM DETAIL

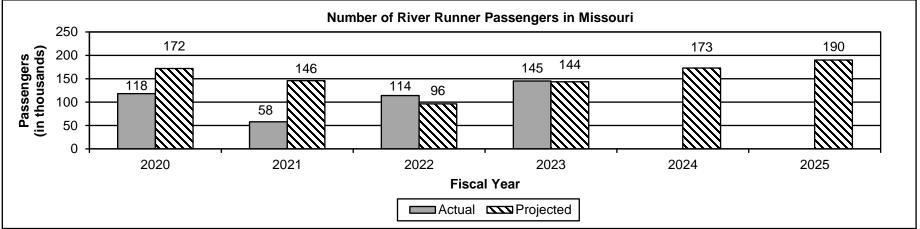
Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025	
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC	
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR FTE		
AMTRAK ADVERTISING & STATION									
CORE									
MISCELLANEOUS EXPENSES	25,000	0.00	25,000	0.00	25,000	0.00	25,000	0.00	
TOTAL - EE	25,000	0.00	25,000	0.00	25,000	0.00	25,000	0.00	
GRAND TOTAL	\$25,000	0.00	\$25,000	0.00	\$25,000	0.00	\$25,000	0.00	
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00	
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00	
OTHER FUNDS	\$25,000	0.00	\$25,000	0.00	\$25,000	0.00	\$25,000	0.00	

PROGRAM DESCRIPTION	
Department of Transportation	HB Section(s): 4.535
Program Name: Amtrak Advertising and Station Improvements	· · ·
Program is found in the following core budget(s): Passenger Rail Station Improvements	

1b. What does this program do?

This program was established to partially reimburse cities, local community organizations and non-profit organizations which maintain passenger rail stations for the cost to perform maintenance, repairs, operational and safety improvements and other projects at Missouri passenger rail stations. Improving and rehabilitating passenger rail stations is important for passenger safety and convenience as well as promoting passenger rail service. Beyond the obvious need to help communities make normal infrastructure repairs to Amtrak stations, this program also aids communities in recovering costs for projects which enhance security, provide a clean environment and enhance the overall customer experience. Providing citizens with great customer service and welcoming and safe stations is critical in maintaining and increasing the number of passengers using the service.

2a. Provide an activity measure(s) for the program.



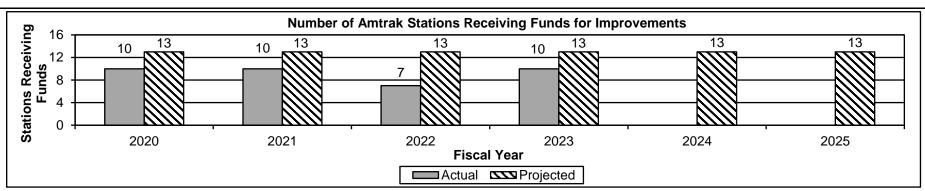
In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.535

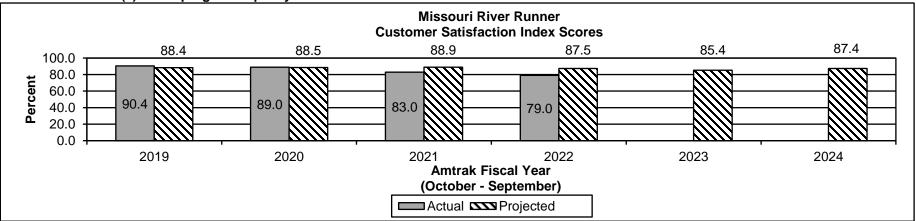
Program Name: Amtrak Advertising and Station Improvements

Program is found in the following core budget(s): Passenger Rail Station Improvements



There are currently 13 Amtrak stations in Missouri. The projections for 2024 and 2025 are based off of all 13 stations receiving funds for improvements.

2b. Provide a measure(s) of the program's quality.



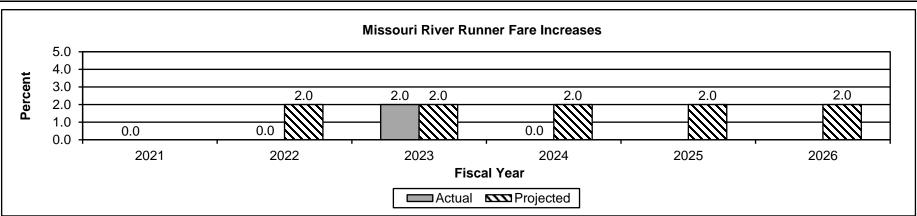
Amtrak measures customer satisfaction based on criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The 2023 projection is the four year average of customer satisfaction with the Missouri River Runner. The 2024 projection was established by projecting a two percent improvement from the four year average of customer satisfaction with the Missouri River Runner.

PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.535

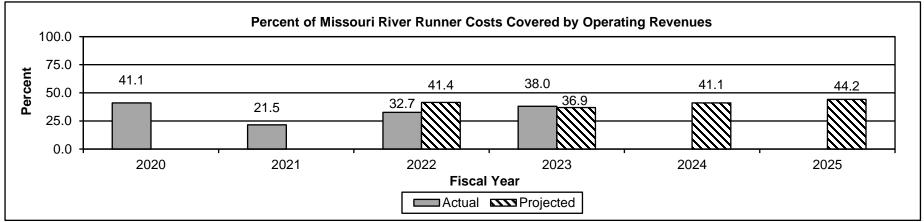
Program Name: Amtrak Advertising and Station Improvements

Program is found in the following core budget(s): Passenger Rail Station Improvements



The 2025 and 2026 projections are based on a two percent increase.

2c. Provide a measure(s) of the program's impact.



In 2021, ridership was severely impacted by the COVID-19 pandemic. The 2024 and 2025 projections are based on a 3.1 percent increase each year.

P	R	00	R/	MΑ	DES	CRII	PTION	
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Department of Transportation HB Section(s): 4.535

Program Name: Amtrak Advertising and Station Improvements

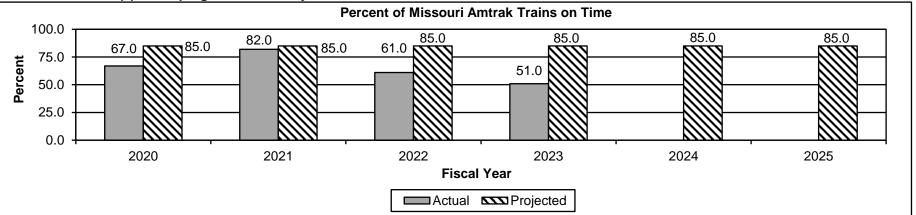
Program is found in the following core budget(s): Passenger Rail Station Improvements

Missouri River Runner Per Rider Subsidy from State Support

State Figure Vege	Didorobio	State Coot	Dow Didow Coot	Amtrole Contract
State Fiscal Year	Ridership	State Cost	Per Rider Cost	Amtrak Contract
2020	117,739	\$9,100,000	\$77	\$11,650,000
2020 Projected	172,000	\$9,100,000	\$53	\$11,650,000
2021	57,744	\$8,000,000	\$139	\$9,353,673
2021 Projected	146,000	\$8,000,000	\$55	\$9,850,000
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2023	145,400	\$13,250,000	\$91	\$13,250,000
2023 Projected	144,000	\$13,250,000	\$92	\$13,250,000
2024 Projected	173,000	\$14,500,000	\$84	\$14,500,000
2025 Projected	190,000	\$16,000,000	\$84	\$16,000,000

In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

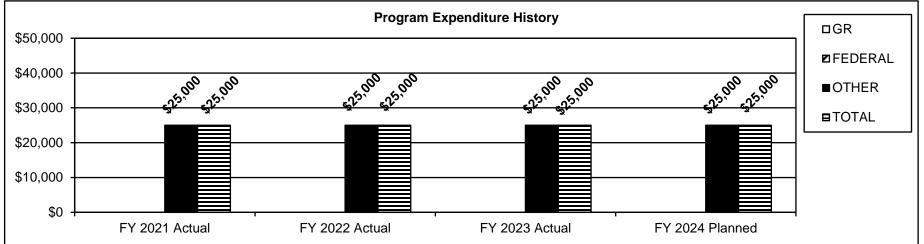
2d. Provide a measure(s) of the program's efficiency.



The 2024 and 2025 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2020 on-time performance declined due to flooding. The 2022 and 2023 on-time performance declined due to an increase in freight train delays and track maintenance.

PROGRAM DESCRIPTION	V
Department of Transportation	HB Section(s): 4.535
Program Name: Amtrak Advertising and Station Improvements	
Program is found in the following core budget(s): Passenger Rail Station Improvements	_

Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

State Transportation Fund (0675)

- 5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

 Article IV, Section 30(c), MO Constitution and 226.225, RSMo.
- 6. Are there federal matching requirements? If yes, please explain.
- 7. Is this a federally mandated program? If yes, please explain.
 No

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)epartmen	t of Transportation				Bud	laet Unit	: Multimodal (Operations		
	lultimodal Operatio					igot Omi	·	o por atrono		
	mtrak Advertising		. Exp. D	I# 1605018	НВ	Section:	4.535			
			•		•					
. AMOUN	T OF REQUEST									
	F	Y 2025 Budget	Request				FY 202	5 Governor's	Recommend	ation
	GR	Federal	Other	Total			GR	Federal	Other	Total
S	0	0	0	0	PS		0	0	0	0
Έ	0	0	10,000	10,000	EE		0	0	10,000	10,000
SD	0	0	0	0	PSI)	0	0	0	0
RF	0	0	0	0	TRI	=	0	0	0	0
otal	0	0	10,000	10,000	Tot	al	0	0	10,000	10,000
TE	0.00	0.00	0.00	0.00	FTE	Ē	0.00	0.00	0.00	0.00
IB 4	0	0	0	0	HB	4	0	0	0	0
IB 5	0	0	0	0	HB		0	0	0	0
	es budgeted in Hous	se Bill 5 except fo	or certain fringe	s budgeted			s budgeted in	House Bill 5 e.	xcept for certa	in fringes
_	oDOT, Highway Pat	•		ŭ		_	ectly to MoDO		•	
ther Fund:	s: State Transportat	ion Fund (0675)			Oth	er Funds:	State Transp	ortation Fund	(0675)	
. THIS RE	QUEST CAN BE CA	TEGORIZED AS	S:							
	New Legislation				New Program			F	Fund Switch	
	Federal Mandate			Χ	Program Expans	ion	_	(Cost to Continu	ıe
GR Pick-Up				Space Request Equipment Replace				olacement		
	Pay Plan		_		Other:		-			
					·					
	THIS FUNDING NEI				R ITEMS CHECK	ED IN #2.	INCLUDE TH	IE FEDERAL	OR STATE ST	TATUTORY O
	es' passenger rail sta				ain and improve	heir statio	ons These ad	ditional funds	will assist com	munities with
osts.	e passeriger rail old			22.0 10 11141111	and improve	on otali			400.01 00111	
23.0.										
he Goveri	nor's Recommenda	tion is the same	as the depar	tment's reau	ıest.					
										

RANK:	18	OF	23

Department of Transportation		Budget Unit: Multimodal Operations
Division: Multimodal Operations		
DI Name: Amtrak Advertising and Station Imp. Exp.	DI# 1605018	HB Section: 4.535
		

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

Currently 13 stations receive \$1,923 in assistance and with this increase they will receive \$2,692 annually.

	Dept Req								
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Miscellaneous Expenses	0	0.0	0	0.0	10,000	0.0	10,000	0.0	0
Total EE	0	0.0	0	0.0	10,000	0.0	10,000	0.0	0
Grand Total		0.0	0	0.0	10.000	0.0	10,000	0.0	<u> </u>

Budget Object Class/Job Class	Gov Rec GR DOLLARS	Gov Rec GR FTE	Gov Rec FED DOLLARS	Gov Rec FED FTE	Gov Rec OTHER DOLLARS	Gov Rec OTHER FTE	Gov Rec TOTAL DOLLARS	Gov Rec TOTAL FTE	Gov Rec One-Time DOLLARS
Miscellaneous Expenses	0	0.0	0	0.0	10,000	0.0	10,000	0.0	0
Total EE	0	0.0	0	0.0	10,000	0.0	10,000	0.0	0
Grand Total	0	0.0	0	0.0	10,000	0.0	10,000	0.0	0

RANK: 18 OF 23

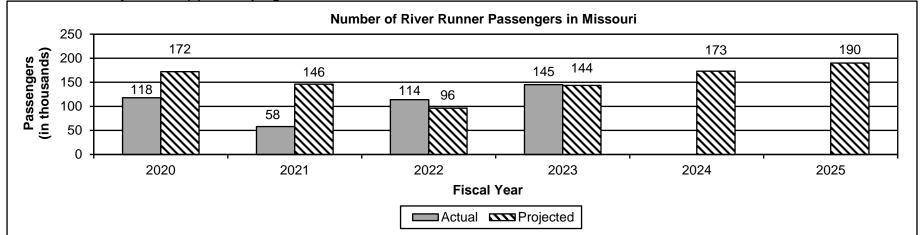
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

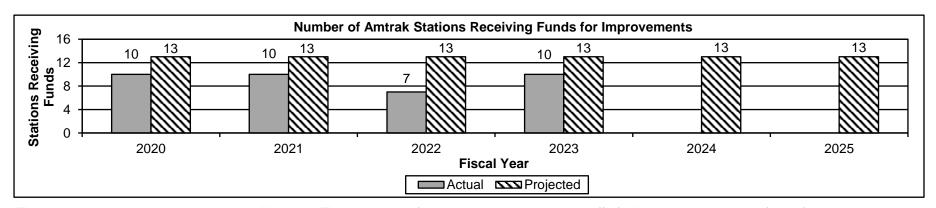
DI Name: Amtrak Advertising and Station Imp. Exp. DI# 1605018 HB Section: 4.535

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.



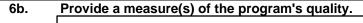
There are currently 13 Amtrak stations in Missouri. The projections for 2024 and 2025 are based off of all 13 stations receiving funds for improvements.

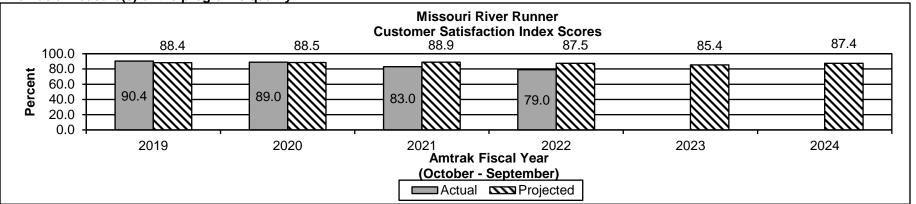
RANK: 18 OF 23

Department of Transportation Budget Unit: Multimodal Operations

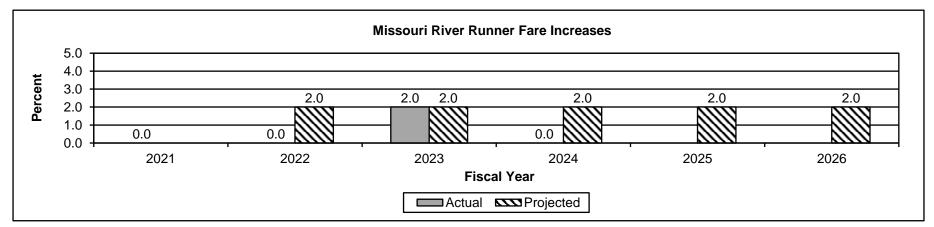
Division: Multimodal Operations

DI Name: Amtrak Advertising and Station Imp. Exp. DI# 1605018 HB Section: 4.535





Amtrak measures customer satisfaction based on criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The 2023 projection is the four year average of customer satisfaction with the Missouri River Runner. The 2024 projection was established by projecting a two percent improvement from the four year average of customer satisfaction with the Missouri River Runner.



The 2025 and 2026 projections are based on a two percent increase.

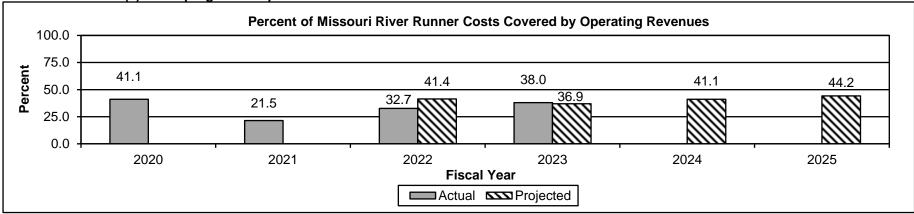
RANK: ____18 ____ OF ___23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

DI Name: Amtrak Advertising and Station Imp. Exp. DI# 1605018 HB Section: 4.535

6c. Provide a measure(s) of the program's impact.



In 2021, ridership was severely impacted by the COVID-19 pandemic. The 2024 and 2025 projections are based on a 3.1 percent increase each year.

Missouri River Runner Per Rider Subsidy from State Support

State Fiscal Year	Ridership	State Cost	Per Rider Cost	Amtrak Contract
2020	117,739	\$9,100,000	\$77	\$11,650,000
2020 Projected	172,000	\$9,100,000	\$53	\$11,650,000
2021	57,744	\$8,000,000	\$139	\$9,353,673
2021 Projected	146,000	\$8,000,000	\$55	\$9,850,000
2022	114,300	\$10,850,000	\$95	\$10,850,000
2022 Projected	96,000	\$10,850,000	\$113	\$10,850,000
2023	145,400	\$13,250,000	\$91	\$13,250,000
2023 Projected	144,000	\$13,250,000	\$92	\$13,250,000
2024 Projected	173,000	\$14,500,000	\$84	\$14,500,000
2025 Projected	190,000	\$16,000,000	\$84	\$16,000,000

In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels in 2024. The 2025 projection is based on a 10 percent increase over the 2024 projection.

RANK: ____18 ____ OF ___23

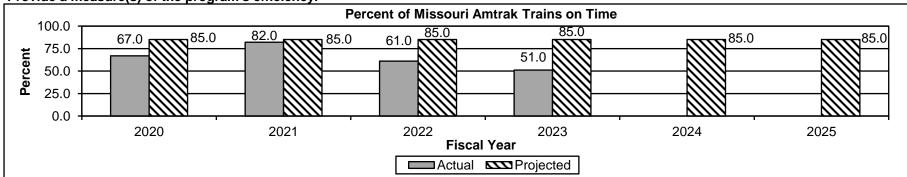
Department of Transportation

Division: Multimodal Operations

Budget Unit: Multimodal Operations

DI Name: Amtrak Advertising and Station Imp. Exp. DI# 1605018 HB Section: 4.535

6d. Provide a measure(s) of the program's efficiency.



The 2024 and 2025 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2020 on-time performance declined due to flooding. The 2022 and 2023 on-time performance declined due to an increase in freight train delays and track maintenance.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide passenger rail service for Missouri's communities and ensure the economic benefit of the service for the communities.

Page 617

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
AMTRAK ADVERTISING & STATION								
MO Amtrak Stations NDI - 1605018								
MISCELLANEOUS EXPENSES	0	0.00	0	0.00	10,000	0.00	10,000	0.00
TOTAL - EE	0	0.00	0	0.00	10,000	0.00	10,000	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$10,000	0.00	\$10,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$10,000	0.00	\$10,000	0.00

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Page 619

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
RR GRADE CROSSING HAZARDS								
CORE								
EXPENSE & EQUIPMENT								
GRADE CROSSING SAFETY ACCOUNT	0	0.00	65,000	0.00	40,000	0.00	40,000	0.00
TOTAL - EE	0	0.00	65,000	0.00	40,000	0.00	40,000	0.00
PROGRAM-SPECIFIC								
GENERAL REVENUE	0	0.00	50,000,000	0.00	0	0.00	0	0.00
GRADE CROSSING SAFETY ACCOUNT	335,341	0.00	2,935,000	0.00	2,960,000	0.00	2,960,000	0.00
TOTAL - PD	335,341	0.00	52,935,000	0.00	2,960,000	0.00	2,960,000	0.00
TOTAL	335,341	0.00	53,000,000	0.00	3,000,000	0.00	3,000,000	0.00
Re-request One Time Funding - 1605010								
PROGRAM-SPECIFIC								
GENERAL REVENUE	0	0.00	0	0.00	60,000,000	0.00	50,000,000	0.00
TOTAL - PD	0	0.00	0	0.00	60,000,000	0.00	50,000,000	0.00
TOTAL	0	0.00	0	0.00	60,000,000	0.00	50,000,000	0.00
GRAND TOTAL	\$335,341	0.00	\$53,000,000	0.00	\$63,000,000	0.00	\$53,000,000	0.00

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CORE DECISION ITEM

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

Core: RR Grade Crossing Hazards HB Section: 4.540

1. CORE FINANCIAL SUMMARY

		FY 2025 Bud	dget Request			FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	40,000	40,000	EE	0	0	40,000	40,000
PSD	0	0	2,960,000	2,960,000	PSD	0	0	2,960,000	2,960,000
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	0	3,000,000	3,000,000	Total	0	0	3,000,000	3,000,000
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Fringes b	udgeted in Hous	e Bill 5 except	for certain fringe	es budgeted	Note: Fringes I	budgeted in Hot	use Bill 5 exc	ept for certair	ringes

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: Grade Crossing Safety Account (0290)

Other Funds: Grade Crossing Safety Account (0290)

budgeted directly to MoDOT, Highway Patrol, and Conservation.

2. CORE DESCRIPTION

This appropriation is used to fund railroad grade crossing improvement projects that improve rail safety in Missouri. In accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo, the owner of a motor vehicle pays a fee of 25 cents when the person registers or renews the registration of a motor vehicle. These funds are deposited into the Grade Crossing Safety Account. Over 3,300 public at grade highway/railroad crossings exist in the state, with over 1,400 passive crossings. The cost to provide new lights and gates at any single crossing is approximately \$400,000. The revenue generated from this fund is approximately \$1.5 million annually. The funding is used in conjunction with \$6.0 million of federal highway funds available annually for highway and rail crossing safety projects. The total amount of state and federal funding is approximately \$7.5 million annually. MoDOT works with local communities to determine priorities.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

Annual funding allows for approximately 19 projects to be completed. The number of projects that can be completed has decreased due to rising costs.

CORE DECISION ITEM

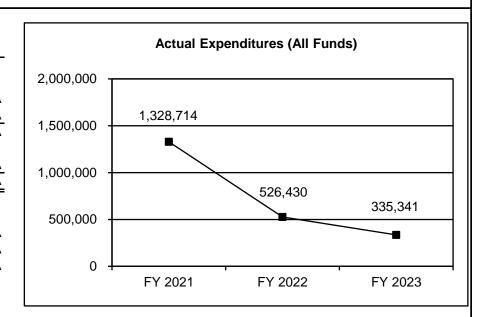
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

Core: RR Grade Crossing Hazards HB Section: 4.540

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	3,000,000	3,000,000	3,000,000	53,000,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	3,000,000	3,000,000	3,000,000	N/A
Actual Expenditures (All Funds)	1,328,714	526,430	335,341	N/A
Unexpended (All Funds)	1,671,286	2,473,570	2,664,659	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	1,671,286	2,473,570	2,664,659	N/A
	(1), (2)	(1), (2)	(1), (2)	



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

- (1) Multi-year projects may pay out in multiple fiscal years.
- (2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but would not pay out until the following fiscal year. The following table breaks out these amounts by fiscal year.

	FΥ	2021	FY 2	2022	FY 2023
Purchase Orders	\$	1,148,412	\$	847,322	\$ 1,460,802

^{*}Current Year restricted amount is as of 7/1/23.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION RR GRADE CROSSING HAZARDS

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		EE	0.00	0	0	65,000	65,000	
		PD	0.00	50,000,000	0	2,935,000	52,935,000	
		Total	0.00	50,000,000	0	3,000,000	53,000,000	- -
DEPARTMENT CORE AD	JUSTME	NTS						
1x Expenditures	[#557]	PD	0.00	(50,000,000)	0	0	(50,000,000)	Railroad Grade Crossing NDI one-time appropriation authority
Core Reallocation	[#476]	EE	0.00	0	0	(25,000)	(25,000)	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#476]	PD	0.00	0	0	25,000	25,000	BOBC reallocation based on historical actual expenditures
NET DEPART	MENT C	HANGES	0.00	(50,000,000)	0	0	(50,000,000)	
DEPARTMENT CORE RE	QUEST							
		EE	0.00	0	0	40,000	40,000	
		PD	0.00	0	0	2,960,000	2,960,000) -
		Total	0.00	0	0	3,000,000	3,000,000	- -
GOVERNOR'S RECOMM	ENDED (CORE						
		EE	0.00	0	0	40,000	40,000	
		PD	0.00	0	0	2,960,000	2,960,000	
		Total	0.00	0	0	3,000,000	3,000,000	-

Page 624

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025	
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC	
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	
RR GRADE CROSSING HAZARDS									
CORE									
PROFESSIONAL SERVICES	0	0.00	25,000	0.00	0	0.00	0	0.00	
PROPERTY & IMPROVEMENTS	0	0.00	40,000	0.00	40,000	0.00	40,000	0.00	
TOTAL - EE	0	0.00	65,000	0.00	40,000	0.00	40,000	0.00	
PROGRAM DISTRIBUTIONS	335,341	0.00	52,935,000	0.00	2,960,000	0.00	2,960,000	0.00	
TOTAL - PD	335,341	0.00	52,935,000	0.00	2,960,000	0.00	2,960,000	0.00	
GRAND TOTAL	\$335,341	0.00	\$53,000,000	0.00	\$3,000,000	0.00	\$3,000,000	0.00	
GENERAL REVENUE	\$0	0.00	\$50,000,000	0.00	\$0	0.00	\$0	0.00	
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00	
OTHER FUNDS	\$335,341	0.00	\$3,000,000	0.00	\$3,000,000	0.00	\$3,000,000	0.00	

PROGRAM DESCRIPTION						
Department of Transportation	HB Section(s): 4.540					
Program Name: RR Grade Crossing Hazards						
Program is found in the following core budget(s): RR Grade Crossing Hazards	•					
	•					

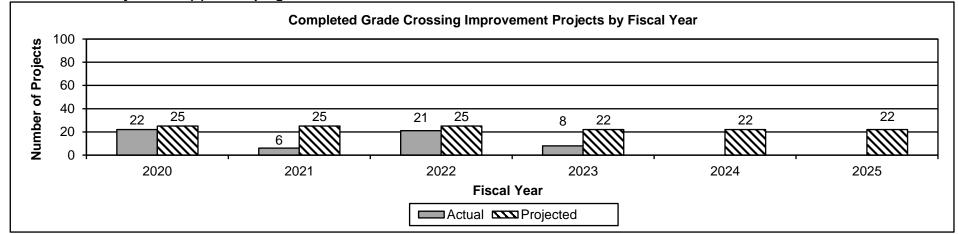
1a. What strategic priority does this program address?

Safety - moving Missourians safely

1b. What does this program do?

This appropriation is used to fund railroad grade crossing improvement projects that improve rail safety in Missouri. In accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo, the owner of a motor vehicle pays a fee of 25 cents when the person registers or renews the registration of a motor vehicle. These funds are deposited into the Grade Crossing Safety Account. Over 3,300 public at grade highway/railroad crossings exist in the state, with over 1,400 Passive crossings. The cost to provide new lights and gates at any single crossing is approximately \$400,000. The revenue generated from this fund is approximately \$1.5 million annually. The funding is used in conjunction with \$6.0 million of federal highway funds available annually for highway and rail crossing safety projects. The total amount of state and federal funding is approximately \$7.5 million annually. MoDOT works with local communities to determine priorities and obtain as many crossing consolidations as possible. Crossing consolidations are important because closed crossings are the safest for Missouri citizens.

2a. Provide an activity measure(s) for the program.



Annual funding allows for approximately 19 projects to be completed. The number of projects that can be completed has decreased due to rising costs. The number of projects completed in 2021 was lower due to the COVID-19 pandemic travel restrictions. The number of projects completed in 2023 was lower due to fewer projects being opened in 2021 due to staffing shortages and the COVID-19 pandemic.

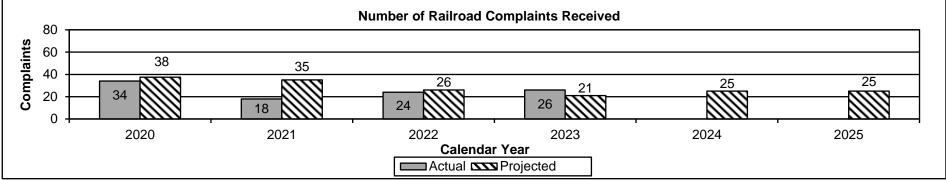
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Department of Transportation HB Section(s): 4.540

Program Name: RR Grade Crossing Hazards

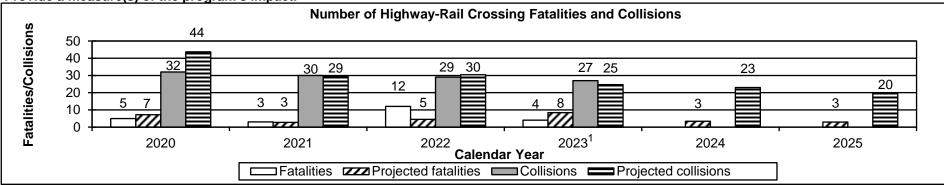
Program is found in the following core budget(s): RR Grade Crossing Hazards

2b. Provide a measure(s) of the program's quality.



Complaints are received from the public or MoDOT personnel. The number of complaints received in 2021 was lower due to changes in the way data is reported. The most common complaints are rough crossings, sight obstructions, signal failure and walkway issues. The 2024 and 2025 projections are based on the average of the past two years of actual data.

2c. Provide a measure(s) of the program's impact.



¹Data is preliminary and is subject to change.

The fatalities in 2022 includes four fatalities in the Amtrak collision near Mendon, MO. The 2024 projections for fatalities and collisions is based on a 15 percent reduction to the 2023 actuals. The 2025 projection for fatalities and collisions is based on a 15 percent reduction from the 2024 projections.

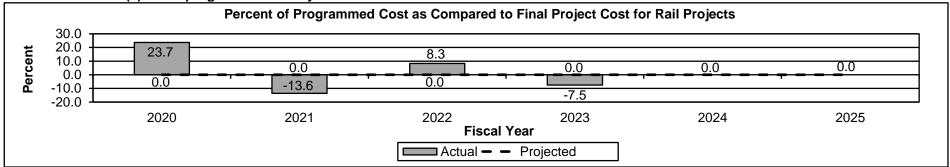
PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.540

Program Name: RR Grade Crossing Hazards

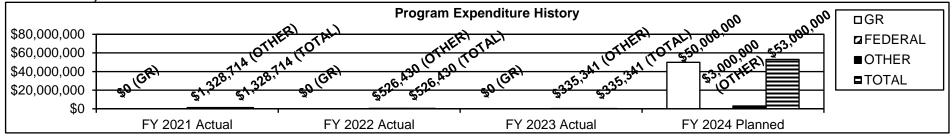
Program is found in the following core budget(s): RR Grade Crossing Hazards

2d. Provide a measure(s) of the program's efficiency.



Rail projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Rail project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. Final project costs for 2020 were much higher than originally anticipated due to more extensive repairs being required at some of the crossings being improved.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



- 4. What are the sources of the "Other " funds? Grade Crossing Safety Account (0290)
- 5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

 Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo.
- Are there federal matching requirements? If yes, please explain.
 Federal Discretionary Grant programs have a 20 percent match requirement. There are no matching requirements for section 130 funds.
- 7. Is this a federally mandated program? If yes, please explain.
 No

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Rudget Unit: Multimodal Operations

RANK:	10	OF	23	
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Department of Transportation

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Division: N	Iultimodal Operation	าร			•				
DI Name: R	RR Grade Crossing H	lazards Expa	ansion	DI# 1605010	HB Section:	4.540			
					•				
1. AMOUN	T OF REQUEST								
	FY 2	025 Budget	Request			FY 202	5 Governor's	Recommer	ndation
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	60,000,000	0	0	60,000,000	PSD	50,000,000	0	0	50,000,000
TRF	0	0	0	0	TRF	0	0	0	0
Total	60,000,000	0	0	60,000,000	Total	50,000,000	0	0	50,000,000
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
_	ges budgeted in House	-		-		s budgeted in l			
budgeted d	irectly to MoDOT, Hig	hway Patrol,	and Conser	vation.	budgeted dire	ectly to MoDOT	Г, Highway Pa	trol, and Co	nservation.
Other Fund	s:				Other Funds:				
2. THIS RE	QUEST CAN BE CAT	regorized	AS:						
	New Legislation				New Program		F	und Switch	
	Federal Mandate		•	Х	Program Expansion	-		ost to Conti	nue
			Space Request	<u> </u>					
	Pay Plan		•		Other:	-		4 - 4 - 1 - 1 - 1	-1 2
	~,								

There are 6,564 highway-rail crossings in Missouri. Of these, 4,381 crossings are public, and 2,183 crossings are private. Out of the 4,381 public crossings, over 3,300 are at-grade railroad crossings with approximately 85 percent located off the state highway system. The state system has 496 at-grade crossings with 22 of them being Passive crossings, while the local system has 2,815 at-grade crossings with over 1,400 of them being Passive. Passive crossings are those that lack active warning devices to indicate if a train is coming. 98 percent of the Passive crossings are located on City or County roads. Over the last five years, 53 percent of fatalities at railroad crossings in Missouri occurred at Passive crossings. This funding will increase the number of crossings with active warning devices. The program is in accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo. This request includes continuation of the \$50.0 million in funding provided in 2024 as one-time and \$10.0 million as additional funding.

The Governor's Recommendation is less than the department's request.

RAINN	: 10	OF	23

Department of Transportation		Budget Unit: Multimodal Operations	
Division: Multimodal Operations			
DI Name: RR Grade Crossing Hazards Expansion	DI# 1605010	HB Section: 4.540	

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This expansion item is for safety improvements to railroad crossings. This funding could be used as a match to federal grant programs such as the Railroad Crossing Elimination Program (49 USC 22909) or the Consolidated Rail Infrastructure and Safety Improvement Program (49 USC 22907). This investment would allow the department to complete an equivalent of six years of projects. The investment will be even greater if the department is successful in obtaining grants from the federal government. The current estimated cost to upgrade all public passive railroad crossings with flashing lights and gates is approximately \$700.0 million and would take 23 years to complete.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	60,000,000	0.0	0	0.0	0	0.0	60,000,000	0.0	0
Total PSD	60,000,000	0.0	0	0.0	0	0.0	60,000,000	0.0	0
Grand Total	60,000,000	0.0	0	0.0	0	0.0	60,000,000	0.0	0
	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	50,000,000	0.0	0	0.0	0	0.0	50,000,000	0.0	0
Total PSD	50,000,000	0.0	0	0.0	0	0.0	50,000,000	0.0	0
Grand Total	50,000,000	0.0	0	0.0	0	0.0	50,000,000	0.0	0

RANK: ____10 ___ OF ___23 ___

Department of Transportation

Division: Multimodal Operations

DI Name: RR Grade Crossing Hazards Expansion

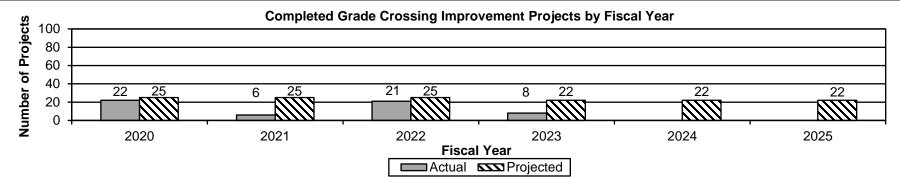
DI# 1605010

Budget Unit: Multimodal Operations

HB Section: 4.540

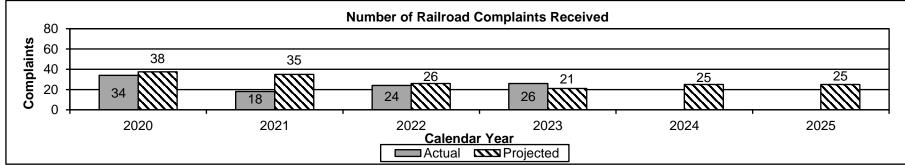
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



Annual funding allows for approximately 19 projects to be completed. The number of projects that can be completed has decreased due to rising costs. The number of projects completed in 2021 was lower due to the COVID-19 pandemic travel restrictions. The number of projects completed in 2023 was lower due to fewer projects being opened in 2021 due to staffing shortages and the COVID-19 pandemic.

6b. Provide a measure(s) of the program's quality.



Complaints are received from the public or MoDOT personnel. The number of complaints received in 2021 was lower due to changes in the way data is reported. The most common complaints are rough crossings, sight obstructions, signal failure and walkway issues. The 2024 and 2025 projections are based on the average of the past two years of actual data.

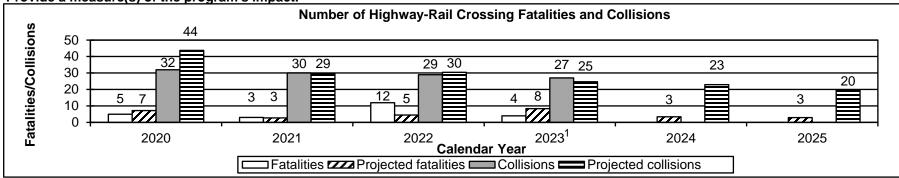
RANK: 10 OF 23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

DI Name: RR Grade Crossing Hazards Expansion DI# 1605010 HB Section: 4.540

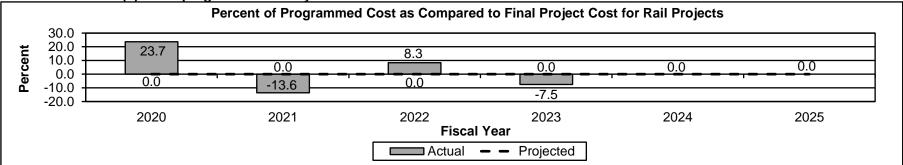
6c. Provide a measure(s) of the program's impact.



¹Data is preliminary and is subject to change.

The fatalities in 2022 includes four fatalities in the Amtrak collision near Mendon, MO. The 2024 projections for fatalities and collisions is based on a 15 percent reduction to the 2023 actuals. The 2025 projection for fatalities and collisions is based on a 15 percent reduction from the 2024 projections.

6d. Provide a measure(s) of the program's efficiency.



Rail projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Rail project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. Final project costs for 2020 were much higher than originally anticipated due to more extensive repairs being required at some of the crossings being improved.

NEW DECISION ITEM RANK: 10 OF 23

	
Department of Transportation Division: Multimodal Operations	Budget Unit: Multimodal Operations
Division: Multimodal Operations	_
DI Name: RR Grade Crossing Hazards Expansion DI# 1605010	HB Section: 4.540
7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREME	ENT TARGETS:
MoDOT will work with local communities to help identify highway-railro	ad crossings for improvements, provide railroad coordination and ensure the project is completed
according to the agreement among all parties.	

Page 634

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
RR GRADE CROSSING HAZARDS								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	60,000,000	0.00	50,000,000	0.00
TOTAL - PD	0	0.00	0	0.00	60,000,000	0.00	50,000,000	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$60,000,000	0.00	\$50,000,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$60,000,000	0.00	\$50,000,000	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

	t of Transportation				Budget Unit:	Multimodal (Operations			
	Iultimodal Operations				- -		_			
DI Name: S	State Match for FRA C	orridor ID Pro	gram Exp.	DI# 1605016	HB Section:	4.541				
1. AMOUN	T OF REQUEST									
	FY	2025 Budget I	Request			FY 202	5 Governor's	Recommend	ation	
	GR	Federal	Other	Total		GR	Federal	Other	Total	
PS	0	0	0	0	PS	0	0	0	0	
EE	0	0	0	0	EE	0	0	0	0	
PSD	38,000,000	0	0	38,000,000	PSD	0	0	0	0	
TRF	0	0	0	0	TRF	0	0	0	0	
Total	38,000,000	0	0	38,000,000	Total	0	0	0	0	
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00	
HB 4	0	0	0	0	HB 4	0	0	0	0	
HB 5	0	0	0	0	HB 5	0	0	0	0	
Note: Fring	ges budgeted in House	Bill 5 except fo	r certain fring	ges budgeted	Note: Fringes	budgeted in I	House Bill 5 ex	xcept for certa	in fringes	
directly to N	/loDOT, Highway Patro	ol, and Conserva	ation.		budgeted direc	ctly to MoDOT	Г, Highway Pa	trol, and Cons	ervation.	
Other Fund	s:				Other Funds:					
2. THIS RE	QUEST CAN BE CAT	EGORIZED AS	:							
	New Legislation				New Program		F	und Switch		
	Federal Mandate		'	Х	Program Expansion	_		Cost to Continue		
	GR Pick-Up				Space Request	_	E	quipment Rep	olacement	
	Pay Plan				Other:	_	-			
	THIS FUNDING NEED				R ITEMS CHECKED IN #2.	INCLUDE TH	E FEDERAL	OR STATE ST	TATUTORY O	

The Governor's Recommendation did not include funding for this item.

(Springfield/Joplin), new service from Kansas City to St. Joseph and extension of the existing Chicago-Quincy service to Hannibal.

RANK:	16	OF	23
-		-	

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: State Match for FRA Corridor ID Program Exp. DI# 1605016	HB Section: 4.541

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

These matching funds are needed to be approved for the federal funding to continue preparing service development plans and begin initial phases of capital improvements that will be necessary to implement new and expanded passenger rail service.

	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	38,000,000	0.0	0	0.0	0	0.0	38,000,000	0.0	0
Total PSD	38,000,000	0.0	0	0.0	0	0.0	38,000,000	0.0	0
Grand Total	38,000,000	0.0	0	0.0	0	0.0	38,000,000	0.0	0

Budget Object Class/Job Class	Gov Rec GR DOLLARS	Gov Rec GR FTE	Gov Rec FED DOLLARS	Gov Rec FED FTE	Gov Rec OTHER DOLLARS	Gov Rec OTHER FTE	Gov Rec TOTAL DOLLARS	Gov Rec TOTAL FTE	Gov Rec One-Time DOLLARS
Program Distributions Total PSD	0	0.0	0	0.0		0.0	0 0	0.0 0. 0	
Grand Total	0	0.0	0	0.0	0	0.0	0	0.0	0

RANK: 16 OF 23

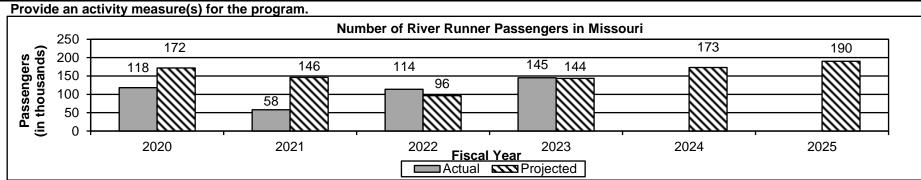
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

6a.

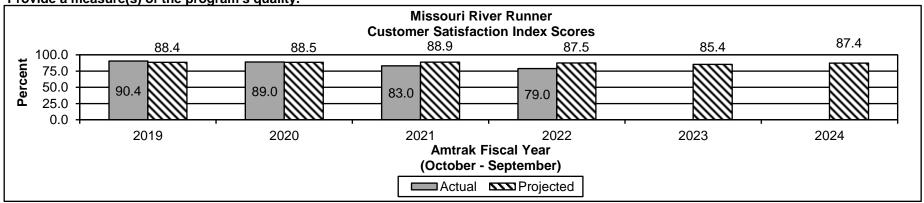
DI Name: State Match for FRA Corridor ID Program Exp. DI# 1605016 HB Section: 4.541

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)



In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

6b. Provide a measure(s) of the program's quality.

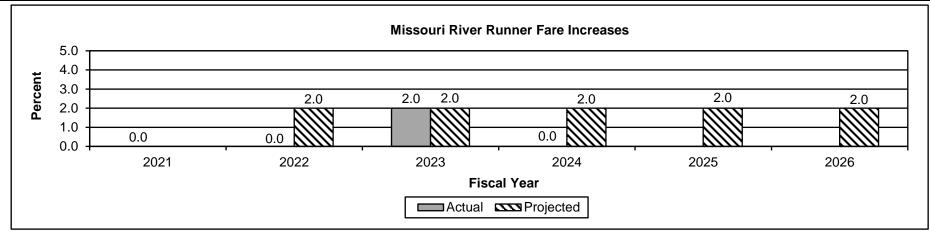


Amtrak measures customer satisfaction based on criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The 2023 projection is the four year average of customer satisfaction with the Missouri River Runner. The 2024 projection was established by projecting a two percent improvement from the four year average of customer satisfaction with the Missouri River Runner.

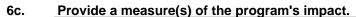
RANK: 16 OF 23

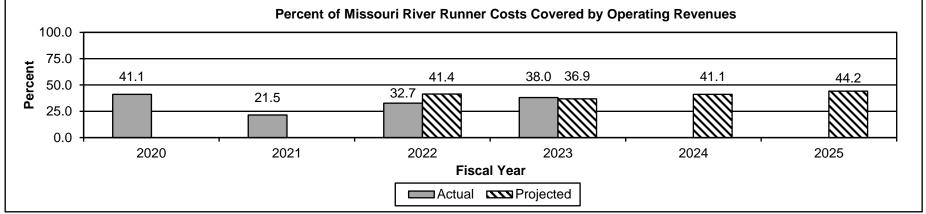
Department of Transportation Budget Unit: Multimodal Operations Division: Multimodal Operations

DI Name: State Match for FRA Corridor ID Program Exp. DI# 1605016 HB Section: 4.541



The 2025 and 2026 projections are based on a two percent increase.





In 2021, ridership was severely impacted by the COVID-19 pandemic. The 2024 and 2025 projections are based on a 3.1 percent increase each year.

RANK: ____16 ___ OF ___23 ___

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

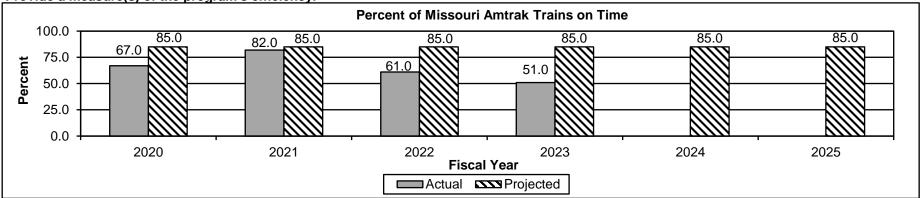
DI Name: State Match for FRA Corridor ID Program Exp. DI# 1605016 HB Section: 4.541

Missouri River Runner Per Rider Subsidy from State Support

State Fiscal Year	Ridership	State Cost	Per Rider Cost	Amtrak Contract
2020	117,739	\$9,100,000	\$77	\$11,650,000
2020 Projected	172,000	\$9,100,000	\$53	\$11,650,000
2021	57,744	\$8,000,000	\$139	\$9,353,673
2021 Projected	146,000	\$8,000,000	\$55	\$9,850,000
2022	114,300	\$10,850,000	\$95	\$10,850,000
2022 Projected	96,000	\$10,850,000	\$113	\$10,850,000
2023	145,400	\$13,250,000	\$91	\$13,250,000
2023 Projected	144,000	\$13,250,000	\$92	\$13,250,000
2024 Projected	173,000	\$14,500,000	\$84	\$14,500,000
2025 Projected	190,000	\$16,000,000	\$84	\$16,000,000

In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels in 2024. The 2025 projection is based on a 10 percent increase over the 2024 projection.

6d. Provide a measure(s) of the program's efficiency.



The 2024 and 2025 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2020 on-time performance declined due to flooding. The 2022 and 2023 on-time performance declined due to an increase in freight train delays and track maintenance.

RANK: 16 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: State Match for FRA Corridor ID Program Exp. DI#	1605016 HB Section: 4.541
7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUR	EMENT TARGETS:
This will provide passenger rail service for Missouri's communities	EMENT TARGETS: s and ensure the economic benefit of the service for the communities.
•	

Page 641

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025	
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC	
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	
PASSENGER RAIL GRANTS									
Fed Passenger Rail GR Match - 1605016									
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	38,000,000	0.00	0	0.00	
TOTAL - PD	0	0.00	0	0.00	38,000,000	0.00	0	0.00	
GRAND TOTAL	\$0	0.00	\$0	0.00	\$38,000,000	0.00	\$0	0.00	
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$38,000,000	0.00		0.00	
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00	
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00	

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Page 643

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
AIRPORT CAPITAL IMPR & MAINT								
CORE								
EXPENSE & EQUIPMENT								
AVIATION TRUST FUND	148,297	0.00	476,000	0.00	476,000	0.00	476,000	0.00
TOTAL - EE	148,297	0.00	476,000	0.00	476,000	0.00	476,000	0.00
PROGRAM-SPECIFIC								
GENERAL REVENUE	187,528	0.00	2,600,104	0.00	2,600,104	0.00	2,600,104	0.00
AVIATION TRUST FUND	854,688	0.00	9,524,000	0.00	9,524,000	0.00	9,524,000	0.00
TOTAL - PD	1,042,216	0.00	12,124,104	0.00	12,124,104	0.00	12,124,104	0.00
TOTAL	1,190,513	0.00	12,600,104	0.00	12,600,104	0.00	12,600,104	0.00
Re-request One Time Funding - 1605010								
PROGRAM-SPECIFIC								
GENERAL REVENUE	0	0.00	0	0.00	10,550,000	0.00	10,550,000	0.00
TOTAL - PD	0	0.00	0	0.00	10,550,000	0.00	10,550,000	0.00
TOTAL	0	0.00	0	0.00	10,550,000	0.00	10,550,000	0.00
GRAND TOTAL	\$1,190,513	0.00	\$12,600,104	0.00	\$23,150,104	0.00	\$23,150,104	0.00

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Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Airport CI & Maintenance	HB Section:	4.545

CORE FINANCIAL SUMMARY

		FY 2025 Bud	get Request			FY 202	25 Governor'	s Recommen	dation
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	476,000	476,000	EE	0	0	476,000	476,000
PSD	2,600,104	0	9,524,000	12,124,104	PSD	2,600,104	0	9,524,000	12,124,104
TRF	0	0	0	0	TRF	0	0	0	0
Total	2,600,104	0	10,000,000	12,600,104	Total	2,600,104	0	10,000,000	12,600,104
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Fringes be	udgeted in Hous	e Bill 5 except	for certain frin	ges	Note: Fringes	budgeted in Ho	use Bill 5 exc	ept for certain	fringes
budgeted directly	y to MoDOT, Hig	ghway Patrol, a	and Conservati	ion.	budgeted direc	tly to MoDOT, I	Highway Patro	ol, and Consei	vation.

Other Funds: Aviation Trust Fund (0952)

Other Funds: Aviation Trust Fund (0952)

Notes:

2. CORE DESCRIPTION

Notes:

This program is to ensure that Missouri's airports meet acceptable safety and performance standards through capital improvement and maintenance funding from the Aviation Trust Fund (ATF). State aviation funding sources are from user fees including a nine cent per gallon tax on aviation gasoline and three percent of the 4.225 percent state sales tax collected on jet fuel. The ATF is used for planning, environmental review, land acquisition, design and, ultimately, project construction. Eligible projects include pavement maintenance, lighting, obstruction removal and other safety improvements, as well as air traffic control tower operating expenses and air service promotion and marketing. MoDOT uses Federal Aviation Administration Order 5090.5 to prioritize ATF projects. Project prioritization includes consideration of the number of based aircraft, activity levels and the type of project requested. MoDOT also considers other factors, such as the political subdivision's willingness and ability to complete the project, commitment of local matching funds and prior maintenance and support of the airport.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

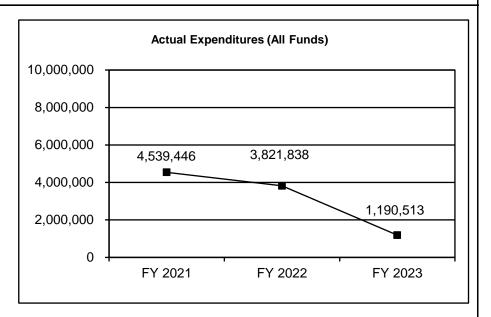
Missouri has 119 public use airports, 106 of which are eligible for ATF assistance. Any publicly owned, public use airport would be eligible. Providing safe airports to the flying public in our communities is essential. Many of the existing runways, taxiways and aircraft parking aprons were designed and constructed 30 to 40 years ago. These runways, taxiways and parking aprons are now deteriorating and are inadequate by today's standards. General Revenue is used to fund projects that are not eligible for funding through the Aviation Trust Fund such as terminals, hangars and fuel facilities.

Department of Transportation **Budget Unit: Multimodal Operations Division: Multimodal Operations** Core: Airport CI & Maintenance

HB Section: 4.545

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	11,240,250	11,240,250	13,000,000	12,600,104
Less Reverted (All Funds)	(37,208)	(37,208)	(90,000)	(78,003)
Less Restricted (All Funds)*) O	v o) O	N/Á
Budget Authority (All Funds)	11,203,042	11,203,042	12,910,000	N/A
Actual Expenditures (All Funds)	4,539,446	3,821,838	1,190,513	N/A
Unexpended (All Funds)	6,663,596	7,381,204	11,719,487	N/A
Unexpended, by Fund:				
General Revenue	1,059,532	1,045,809	2,722,472	N/A
Federal	0	0	0	N/A
Other	5,604,064	6,335,395	8,997,015	N/A
	(1), (2)	(1), (2)	(1), (2)	



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

- (1) Multi-year projects may pay out in multiple fiscal years.
- (2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but did not pay out until the following fiscal year. The following table breaks out these amounts by fiscal year.

	FY 2021	FY 2022	FY 2023	
Purchase Orders	\$ 2,253,400	\$ 1,212,566	\$ 881,278	

^{*}Current Year restricted amount is as of 7/1/23.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION AIRPORT CAPITAL IMPR & MAINT

5. CORE RECONCILIATION

	Budget					
	Class	FTE	GR	Federal	Other	Total
TAFP AFTER VETOES						
	EE	0.00	0	0	476,000	476,000
	PD	0.00	2,600,104	0	9,524,000	12,124,104
	Total	0.00	2,600,104	0	10,000,000	12,600,104
DEPARTMENT CORE REQUEST						
	EE	0.00	0	0	476,000	476,000
	PD	0.00	2,600,104	0	9,524,000	12,124,104
	Total	0.00	2,600,104	0	10,000,000	12,600,104
GOVERNOR'S RECOMMENDED CORE						
	EE	0.00	0	0	476,000	476,000
	PD	0.00	2,600,104	0	9,524,000	12,124,104
	Total	0.00	2,600,104	0	10,000,000	12,600,104

Page 648

DECISION ITEM DETAIL

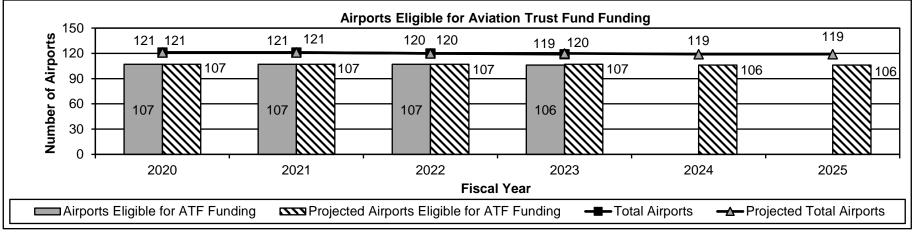
Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
AIRPORT CAPITAL IMPR & MAINT								
CORE								
SUPPLIES	0	0.00	75,000	0.00	75,000	0.00	75,000	0.00
PROFESSIONAL DEVELOPMENT	12,315	0.00	23,000	0.00	23,000	0.00	23,000	0.00
PROFESSIONAL SERVICES	0	0.00	33,000	0.00	53,000	0.00	53,000	0.00
M&R SERVICES	135,982	0.00	295,000	0.00	295,000	0.00	295,000	0.00
OTHER EQUIPMENT	0	0.00	50,000	0.00	30,000	0.00	30,000	0.00
TOTAL - EE	148,297	0.00	476,000	0.00	476,000	0.00	476,000	0.00
PROGRAM DISTRIBUTIONS	1,042,216	0.00	12,124,104	0.00	12,124,104	0.00	12,124,104	0.00
TOTAL - PD	1,042,216	0.00	12,124,104	0.00	12,124,104	0.00	12,124,104	0.00
GRAND TOTAL	\$1,190,513	0.00	\$12,600,104	0.00	\$12,600,104	0.00	\$12,600,104	0.00
GENERAL REVENUE	\$187,528	0.00	\$2,600,104	0.00	\$2,600,104	0.00	\$2,600,104	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$1,002,985	0.00	\$10,000,000	0.00	\$10,000,000	0.00	\$10,000,000	0.00

PROGRAM DESCRIPTION						
Department of Transportation	HB Section(s): 4.545					
Program Name: Airport CI & Maintenance	• /					
Program is found in the following core budget(s): Airport CI & Maintenance						
Program Name: Airport CI & Maintenance	HB Section(s): 4.545					

1b. What does this program do?

This program is to ensure that Missouri's airports meet acceptable safety and performance standards through capital improvement and maintenance funding from the Aviation Trust Fund (ATF). State aviation funding sources are from user fees including a 9 cent per gallon tax on aviation gasoline and 3 percent of the 4.225 percent state sales tax collected on jet fuel. The ATF is used for planning, environmental review, land acquisition, design, and ultimately, project construction. Eligible projects include pavement maintenance, lighting, obstruction removal and other safety improvements, as well as air traffic control operating costs and air service promotion and marketing. MoDOT uses Federal Aviation Administration Order 5090.5 to prioritize ATF projects. Project prioritization includes consideration of the number of based aircraft, activity levels and the type of project requested. MoDOT also considers other factors, such as the political subdivision's willingness and ability to complete the project, commitment of local matching funds and prior maintenance and support of the airport. The ATF grants require a 10 percent local match for most projects; however, projects including aviation safety workshops, promotion of aerospace education, air markers and windsocks and emergency projects designated by the Missouri Highways and Transportation Commission can be funded entirely with state funds.

2a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections are based on the number of airports currently open in 2024. Missouri has 119 public use airports. In order to be eligible for ATF assistance, a public use airport must also be publicly owned. Missouri currently has 106 publicly owned public use airports that are eligible for ATF assistance. The remaining 13 public use airports are privately owned.

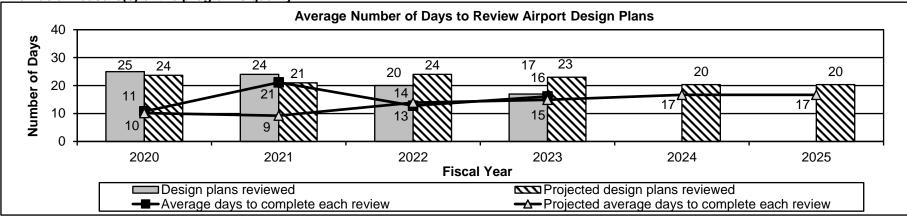
PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.545

Program Name: Airport CI & Maintenance

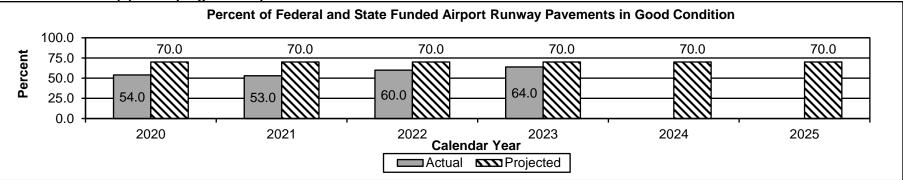
Program is found in the following core budget(s): Airport CI & Maintenance

2b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

2c. Provide a measure(s) of the program's impact.



This includes all public airport runways that are eligible to receive federal or state aviation funds. Pavement in good condition is based on data from the Pavement Condition Index (PCI), which reports on the structural integrity of the pavement. The 2024 and 2025 projections were set by the department.

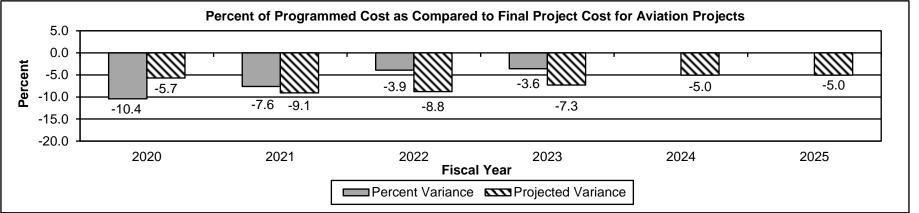
PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.545

Program Name: Airport CI & Maintenance

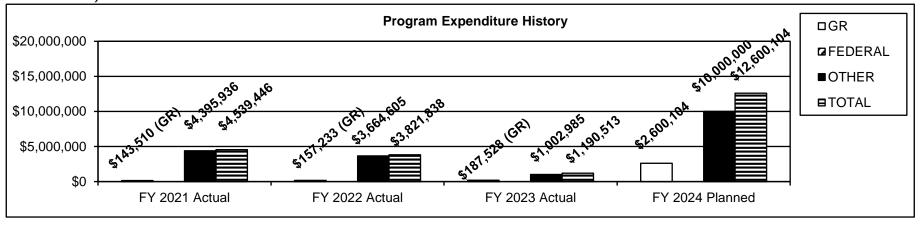
Program is found in the following core budget(s): Airport CI & Maintenance

2d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



		Page 052
	PROGRAM DESCRI	PTION
Pro	epartment of Transportation ogram Name: Airport CI & Maintenance ogram is found in the following core budget(s): Airport CI & Maintenance	HB Section(s): 4.545
4.	What are the sources of the "Other " funds? Aviation Trust Fund (0952)	
5.	What is the authorization for this program, i.e., federal or state statute, etc.? (Inc Article IV, Section 30(c), MO Constitution and 305.230, RSMo.	lude the federal program number, if applicable.)
6.	Are there federal matching requirements? If yes, please explain.	
7.	Is this a federally mandated program? If yes, please explain. No	

RANK:	10	OF_	23	
<u></u>				•

	nt of Transportation				Budget Un	it: Multimodal Op	erations			
	Multimodal Operation Aviation CI Expansion			DI# 1605010	HB Section	n: <u>4.550</u>				
1. AMOUN	IT OF REQUEST									
	FY 2	025 Budget I	Request			FY 2025 G	overnor's R	ecommenda	tion	
	GR	Federal	Other	Total		GR F	ederal	Other	Total	
PS	0	0	0	0	PS	0	0	0	0	
EE	0	0	0	0	EE	0	0	0	0	
PSD	10,550,000	0	0	10,550,000	PSD	10,550,000	0	0 10	,550,000	
TRF	0	0	0	0	TRF	0	0	0	0	
Total	10,550,000	0	0	10,550,000	Total	10,550,000	0	0 10	,550,000	
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00	
HB 4	0	0	0	0	HB 4	0	0	0	0	
HB 5	0	0	0	0	HB 5	0	0	0	0	
Note: Fring	ges budgeted in House	e Bill 5 except	for certain f	fringes	Note: Fring	ges budgeted in Ho	use Bill 5 exce	ept for certain	fringes	
budgeted d	lirectly to MoDOT, Hig	hway Patrol, a	and Conserv	ation.	budgeted a	lirectly to MoDOT, H	lighway Patro	ol, and Conse	rvation.	
Other Fund	ls:				Other Fund	ls:				
2. THIS RE	QUEST CAN BE CAT	EGORIZED /	AS:							
	_New Legislation		_		New Program		Fur	nd Switch		
	Federal Mandate		_		Program Expansion		Cos	st to Continue)	
	_GR Pick-Up		_		Space Request		Equ	uipment Repla	acement	
	Pay Plan		<u>-</u>		Other:		_			
CONSTITU	TIONAL AUTHORIZA	ATION FOR T	HIS PROGE	RAM.	FOR ITEMS CHECKED u Airport Passenger Ter					
					ime and the projects will					

The Governor's Recommendation is the same as the department's request.

RANK:	10	OF	23

Department of Transportation			Multimodal Operations
Division: Multimodal Operations			<u> </u>
DI Name: Aviation CI Expansion	DI# 1605010	HB Section:	4.550

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This funding is for the planning, design and improvements at the Cape Girardeau Airport for passenger terminal automobile parking. Due to high bid prices for the new terminal the automobile parking was not funded with the Federal Aviation Assistance. This funding is also for an air traffic control tower, terminal building, snow removal equipment building, electrical vault relocation, as well as design and construction services at the Rosecrans Memorial airport in St. Joseph.

	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	10,550,000	0.0	0	0.0	0	0.0	10,550,000	0.0	0
Total PSD	10,550,000	0.0	0	0.0	0	0.0	10,550,000	0.0	0
Grand Total	10,550,000	0.0	0	0.0	0	0.0	10,550,000	0.0	0
Budget Object Class/Job Class	Gov Rec GR DOLLARS	Gov Rec GR FTE	Gov Rec FED DOLLARS	Gov Rec FED FTE	Gov Rec OTHER DOLLARS	Gov Rec OTHER FTE	Gov Rec TOTAL DOLLARS	Gov Rec TOTAL FTE	Gov Rec One-Time DOLLARS
Budget Object Class/Job Class Program Distributions	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
•	GR DOLLARS	GR FTE	FED DOLLARS	FED FTE	OTHER DOLLARS	OTHER FTE	TOTAL DOLLARS	TOTAL FTE	One-Time DOLLARS

RANK: ____10 ___ OF ___23

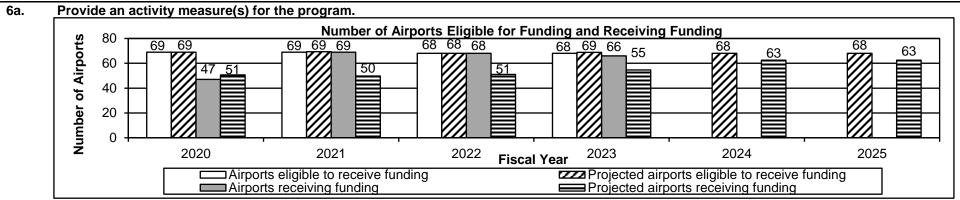
Department of Transportation

Budget Unit: Multimodal Operations

Division: Multimodal Operations

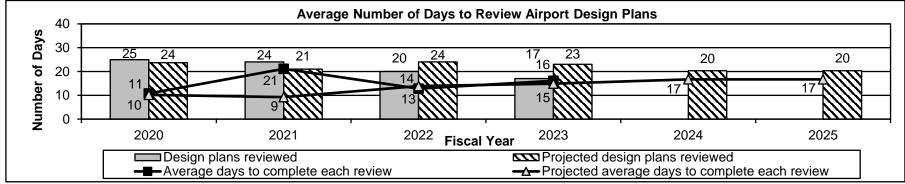
DI Name: Aviation CI Expansion DI# 1605010 HB Section: 4.550

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)



The 2024 and 2025 projections for airports eligible to receive funding are based on all 68 airports that could receive federal AIP funding through the State Block Grant Program. Of the 68 airports, only 64 will receive ARPA funding. The 2024 and 2025 projections for airports receiving funding are based on the average of actuals for the last four years.

6b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

RANK: ____10 ___ OF ___23

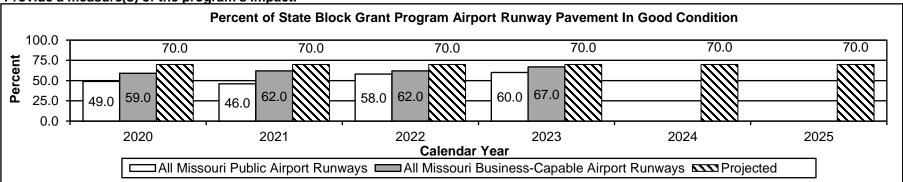
Department of Transportation

Division: Multimodal Operations

Budget Unit: Multimodal Operations

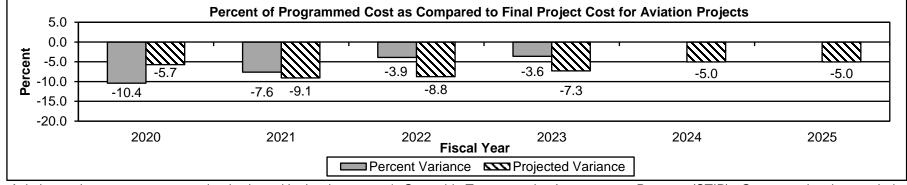
DI Name: Aviation CI Expansion DI# 1605010 HB Section: 4.550

6c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. Pavement in good condition is based on data from the Pavement Condition Index (PCI), which reports on the structural integrity of the pavement. The 2024 and 2025 projections were set by the department.

6d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

	RANK:10	OF <u>23</u>
Denartment of Transportation		Budget Unit: Multimodal Operations
Department of Transportation Division: Multimodal Operations		Budget offit. Mattimodal Operations
DI Name: Aviation CI Expansion	DI# 1605010	HB Section: 4.550
7. STRATEGIES TO ACHIEVE THE PERFORMANC	E MEASIIDEMENT TADA	ETC.
		rgets when proceeding with projects. Aviation staff will continue to work to improve plan
review times and will also work to seek federal funding		
Torrow times and time also from to cook reading ramaing	Tot projecto to improve rai	may parament container.

Page 658

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
AIRPORT CAPITAL IMPR & MAINT								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	10,550,000	0.00	10,550,000	0.00
TOTAL - PD	0	0.00	0	0.00	10,550,000	0.00	10,550,000	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$10,550,000	0.00	\$10,550,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$10,550,000	0.00	\$10,550,000	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

Page 659

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FEDERAL AVIATION ASSISTANCE								
CORE								
EXPENSE & EQUIPMENT								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	1,000,000	0.00	0	0.00	0	0.00
TOTAL - EE	0	0.00	1,000,000	0.00	0	0.00	0	0.00
PROGRAM-SPECIFIC								
GENERAL REVENUE	0	0.00	10,550,000	0.00	0	0.00	0	0.00
MULTIMODAL OPERATIONS FEDERAL	30,632,278	0.00	76,303,657	0.00	56,103,657	0.00	56,103,657	0.00
MODOT FEDERAL STIMULUS	583,185	0.00	1,200,000	0.00	610,105	0.00	610,105	0.00
MODOT FEDERAL STIM 2021 FUND	280,000	0.00	2,207,000	0.00	1,927,000	0.00	1,927,000	0.00
TOTAL - PD	31,495,463	0.00	90,260,657	0.00	58,640,762	0.00	58,640,762	0.00
TOTAL	31,495,463	0.00	91,260,657	0.00	58,640,762	0.00	58,640,762	0.00
Federal Aviation Assist. NDI - 1605006								
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	27,346,343	0.00	27,346,343	0.00
TOTAL - PD	0	0.00	0	0.00	27,346,343	0.00	27,346,343	0.00
TOTAL	0	0.00	0	0.00	27,346,343	0.00	27,346,343	0.00
Re-request One Time Funding - 1605010								
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	21,200,000	0.00	21,200,000	0.00
TOTAL - PD	0	0.00	0	0.00	21,200,000	0.00	21,200,000	0.00
TOTAL	0	0.00	0	0.00	21,200,000	0.00	21,200,000	0.00
GRAND TOTAL	\$31,495,463	0.00	\$91,260,657	0.00	\$107,187,105	0.00	\$107,187,105	0.00

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Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Federal Aviation Assistance	HB Section:	4.550

1. CORE FINANCIAL SUMMARY

		FY 2025 Budg	get Request			FY 202	25 Governor's	Recommen	dation
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS -	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	58,640,762	0	58,640,762	PSD	0	58,640,762	0	58,640,762
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	58,640,762	0	58,640,762	Total	0	58,640,762	0	58,640,762
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.0
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Frin	nges budgeted in Hous	e Bill 5 except f	or certain fringe	es budgeted	Note: Fringes bu	dgeted in Ho	use Bill 5 excep	ot for certain	fringes

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Notes:

Other Funds:

budgeted directly to MoDOT, Highway Patrol, and Conservation.

Notes:

2. CORE DESCRIPTION

This appropriation allows for expenditures of federal funds through the State Block Grant Program, which is funded by the Federal Aviation Administration (FAA) as part of the Airport Improvement Program (AIP) and the Bipartisan Infrastructure Law – Airport Infrastructure (BIL). Missouri is one of 10 states selected by the FAA to administer AIP and BIL funds to general aviation, reliever, and small commercial service airports. This program allows for state prioritization of aviation projects within federal guidelines. MoDOT serves as a pass-through agency for the non-primary entitlement program for eligible projects that meet all federal requirements. Larger commercial service airports in Missouri continue to receive federal aviation funding directly from the FAA. The AIP and BIL funds are utilized for planning, environmental review, land acquisition, design, and ultimately, project construction. Eligible projects include pavement maintenance, lighting, terminal buildings, hangars, fuel facilities, obstruction removal, and other safety improvements. The BIL funds can also be invested in runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects. The FAA requires MoDOT to utilize the project prioritization formula in FAA Order 5090.5 to program state apportionment and discretionary funds. The project prioritization formula considers items such as the number of based aircraft, activity levels, and the type of project requested. Typically the 10 percent match requirement is provided by the local entities. The appropriation allows for the expenditure of federal Coronavirus Aid, Relief, and Economic Security Act (CARES Act), Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) and Airport Rescue Plan Act (ARPA) funds. CARES Act, CRRSAA and ARPA funds are 100 percent federally funded.

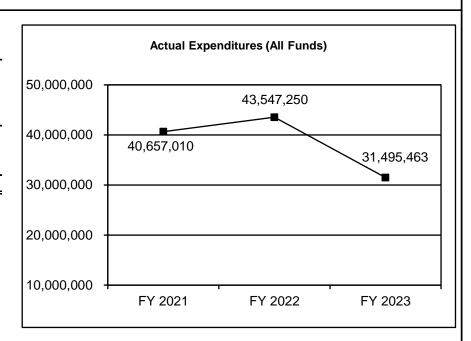
The Governor's Recommendation is the same as the department's request.

Department of Transportation	E	Budget Unit:	Multimodal Operations
Division: Multimodal Operations			
Core: Federal Aviation Assistance	ŀ	HB Section:	4.550
3. PROGRAM LISTING (list programs included	d in this core funding)		
Missouri has 119 public use airports, 76 of which AIP funding through the State Block Grant Prograestablishes basic criteria for airports to be eligible unds for NPIAS airports: non-primary entitlement airports in the State Block Grant Program which in	are identified within the National Plan of Integram, while the other eight airports receive their for federal aviation funds. As a block grant of funds; state apportionment funds; and discreplications of the Carlos of the Carlos of the Carlos of the National Plants of the Na	AIP funding di state, Missouri etionary funds. nding. MoDOT	Systems (NPIAS). 68 of the 76 NPIAS airports receive their rectly from the Federal Aviation Administration. This plan receives three types of federal Airport Improvement Program MoDOT administers COVID-19 relief funding for eligible also administers three types of the Bipartisan Infrastructure (ATP) and BIL Federal Control Tower Program (FCT).

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Federal Aviation Assistance	HB Section:	4.550

4. FINANCIAL HISTORY

	FY 2021	FY 2022	FY 2023	FY 2024
	Actual	Actual	Actual	Current Yr.
Appropriation (All Funds)	64,952,044	65,873,701	60,365,106	91,260,657
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	64,952,044	65,873,701	60,365,106	N/A
Actual Expenditures (All Funds)	40,657,010	43,547,250	31,495,463	N/A
Unexpended (All Funds)	24,295,034	22,326,451	28,869,643	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	24,295,034	22,326,451	28,869,643	N/A
Other	, ,,,,,	0	0	N/A
	(1), (2)	(1), (2)	(1), (2)	14//
	(1), (2)	(1), (2)	(1), (2)	



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

- (1) Multi-year grants carry forward to future years.
- (2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but did not pay out until the following fiscal year. The following table breaks out these amounts by fiscal year.

	FY 2021	FY 2022	FY 2023
Purchase Orders	\$ 6,926,562	\$ 2,469,269	\$ 5,511,006

^{*}Current Year restricted amount is as of 7/1/23.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION FEDERAL AVIATION ASSISTANCE

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		EE	0.00	0	1,000,000	(1,000,000	
		PD	0.00	10,550,000	79,710,657	(90,260,657	, _
		Total	0.00	10,550,000	80,710,657		91,260,657	, =
DEPARTMENT CORE AD	JUSTME	NTS						
1x Expenditures	[#549]	PD	0.00	(10,550,000)	0	((10,550,000)	Alrport Improvements NDI one-time appropriation authority
1x Expenditures	[#550]	PD	0.00	0	(21,200,000)	((21,200,000)	Federal Aviation Assist. NDI one-time appropriation authority
Core Reduction	[#564]	PD	0.00	0	(869,895)	((869,895)	Federal Aviation Assistance reduction for prior year expenditures
Core Reallocation	[#472]	EE	0.00	0	(1,000,000)	(0 (1,000,000)	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#472]	PD	0.00	0	1,000,000	(1,000,000	BOBC reallocation based on historical actual expenditures
NET DEPART	CMENT C	HANGES	0.00	(10,550,000)	(22,069,895)	((32,619,895)	
DEPARTMENT CORE RE	QUEST							
		EE	0.00	0	0	(0	
		PD	0.00	0	58,640,762		58,640,762	<u>.</u>
		Total	0.00	0	58,640,762	(58,640,762) =
GOVERNOR'S RECOMM	ENDED C	ORE						
		EE	0.00	0	0	() 0	
		PD	0.00	0	58,640,762	(58,640,762	<u>.</u>
		Total	0.00	0	58,640,762		58,640,762) =

Page 665

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FEDERAL AVIATION ASSISTANCE								
CORE								
OTHER EQUIPMENT	0	0.00	1,000,000	0.00	0	0.00	0	0.00
TOTAL - EE	0	0.00	1,000,000	0.00	0	0.00	0	0.00
PROGRAM DISTRIBUTIONS	31,495,463	0.00	90,260,657	0.00	58,640,762	0.00	58,640,762	0.00
TOTAL - PD	31,495,463	0.00	90,260,657	0.00	58,640,762	0.00	58,640,762	0.00
GRAND TOTAL	\$31,495,463	0.00	\$91,260,657	0.00	\$58,640,762	0.00	\$58,640,762	0.00
GENERAL REVENUE	\$0	0.00	\$10,550,000	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$31,495,463	0.00	\$80,710,657	0.00	\$58,640,762	0.00	\$58,640,762	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

PROGRAM DESCRIPTION

Department of Transportation Program Name: Federal Aviation Assistance

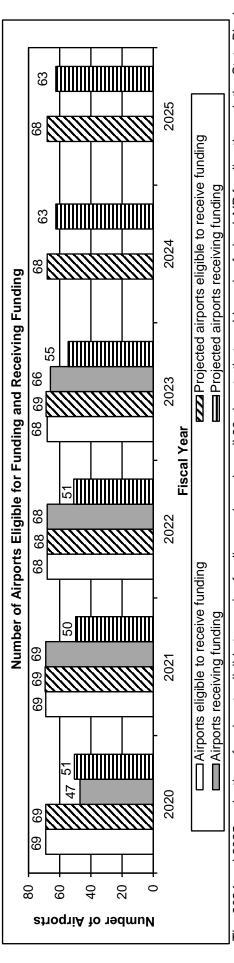
HB Section(s): 4.550

Program is found in the following core budget(s): Federal Aviation Assistance

1b. What does this program do?

(NPIAS). Eligible projects include pavement maintenance, lighting, terminal buildings, hangars, fuel facilities, obstruction removal, and other safety improvements. connections and roadway projects. For an airport to be eligible to receive AIP and/or BIL funds, it must be part of the National Plan of Integrated Airport Systems Airport Infrastructure (BIL). Missouri is one of 10 states selected by the FAA to administer AIP and BIL funds to general aviation, reliever, and small commercial service airports. Larger commercial service airports in Missouri continue to receive federal aviation funding directly from the FAA. This program allows for state project construction. Eligible projects for AIP funds include pavement maintenance, lighting, terminal buildings, hangars, fuel facilities, obstruction removal, and prioritization of aviation projects within federal guidelines. The AIP funds are utilized for planning, environmental review, land acquisition, design, and ultimately, prioritization formula considers items such as the number of based aircraft, activity levels, and the type of project requested. MoDOT serves as a pass-through This program is funded by the Federal Aviation Administration (FAA) as part of the Airport Improvement Program (AIP) and the Bipartisan Infrastructure Law – The FAA requires MoDOT to utilize the project prioritization formula in FAA Order 5090.5 to program state apportionment and discretionary funds. The project other safety improvements. The BIL funds can also be invested in runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit agency for the non-primary entitlement program for eligible projects that meet all federal requirements.

2a. Provide an activity measure(s) for the program.



Grant Program. Of the 68 airports, only 64 will receive ARPA funding. The 2024 and 2025 projections for airports receiving funding are based on the average of The 2024 and 2025 projections for airports eligible to receive funding are based on all 68 airports that could receive federal AIP funding through the State Block actuals for the last four years.

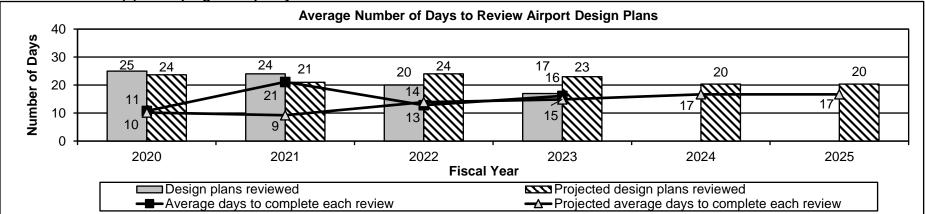
PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.550

Program Name: Federal Aviation Assistance

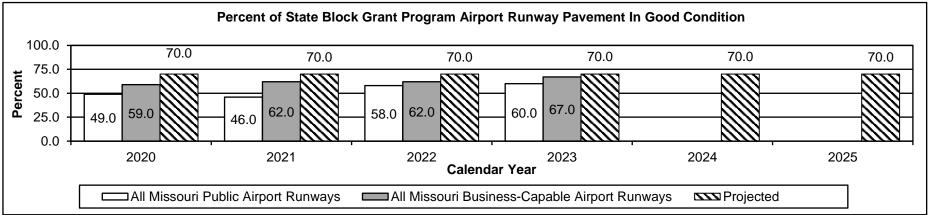
Program is found in the following core budget(s): Federal Aviation Assistance

2b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

2c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. Pavement in good condition is based on data from the Pavement Condition Index (PCI), which reports on the structural integrity of the pavement. The 2024 and 2025 projections were set by the department.

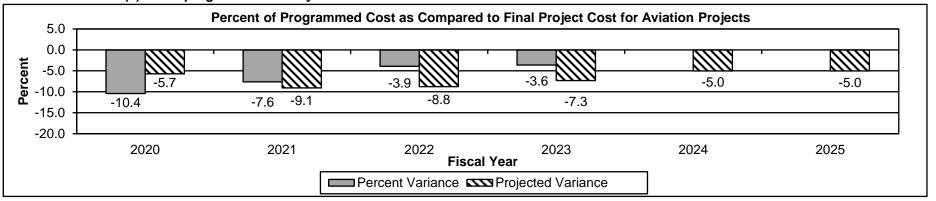
PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.550

Program Name: Federal Aviation Assistance

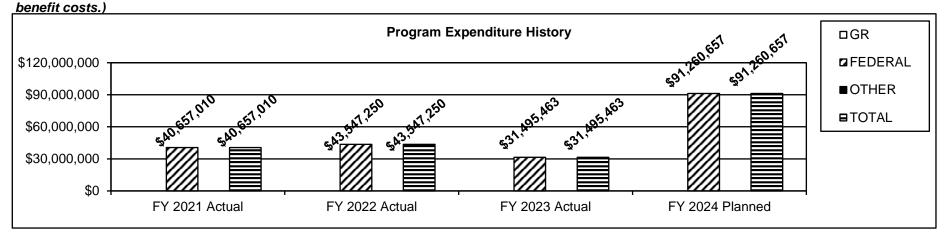
Program is found in the following core budget(s): Federal Aviation Assistance

2d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe



	PROGRAM DESCRIPTION
Pro	gram Name: Federal Aviation Assistance gram is found in the following core budget(s): Federal Aviation Assistance
FIU	grain is found in the following core budget(s). Federal Aviation Assistance
4.	What are the sources of the "Other " funds? N/A
5.	What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.) Title XII of Division B of the CARES Act, Title I of Division L of CRRSAA, Title 49 USC, 33.546 and 305.237, RSMo. and Title 49 USC, 33.546 and 305.237, RSMo., Public Law 117-58-Infrastructure Investment and Jobs Act referred to as the Bipartisan Infrastructure Law (BIL), American Rescue Plan Act (ARPA) of 2021.
6.	Are there federal matching requirements? If yes, please explain. •CARES Act funding does not require matching funds. •CRRSAA funding does not require matching funds. •ARPA funding does not require matching funds. •Federal funding provides 90 percent of eligible project costs with the local sponsor providing up to 10 a percent match. •Federal AIP grants issued in Federal Fiscal Year 2020 and 2021 does not require matching funds. •BIL FAA Contract Tower grants do not require matching funds. •BIL Airport Terminals Program grants provide 95 percent of eligible cost with the local sponsor providing a five percent match.
7.	Is this a federally mandated program? If yes, please explain. No

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	of Transportation				Budget Unit:	Multimodal	Operations			
Division: Multimodal Operations										
I Name: Fed	deral Aviation Assi	stance Expa	ansion D	I# 1605006	HB Section:	4.550				
. AMOUNT	OF REQUEST									
	FY 2	025 Budget	Request			FY 202	25 Governor's	Recommen	dation	
	GR	Federal	Other	Total		GR	Federal	Other	Total	
s	0	0	0	0	PS	0	0	0	0	
E	0	0	0	0	EE	0	0	0	0	
SD	0 27	7,346,343	0 2	7,346,343	PSD	0	27,346,343	0	27,346,343	
RF _	0	0	0	0	TRF	0	0	0	0	
otal	0 27	7,346,343	0 2	7,346,343	Total	0	27,346,343	0	27,346,343	
TE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00	
B 4	0	0	0	0	HB 4	0	0	0	0	
B 5	0	0	0	0	HB 5	0	0	0	0	
te: Fringes	s budgeted in House	Bill 5 excer	t for certain fr	inges	Note: Fringes	budgeted in	House Bill 5 ex	cept for cert	ain fringes	
idgeted dire	ectly to MoDOT, Hig	hway Patrol,	and Conserva	ation.	budgeted dire	ctly to MoDO	T, Highway Pa	trol, and Con	servation.	
ther Funds:					Other Funds:					
THIS REQ	UEST CAN BE CAT	EGORIZED	AS:							
١	New Legislation			New	Program		F	und Switch		
F	Federal Mandate		_		Program Expansion Cost to Continue					
GR Pick-Up			Spac	Space Request Equipment Replacement						
	Pay Plan		_	Othe	r:					

RANK:	6	OF	23	

Department of Transportation		Budget Unit: Multimodal Operations
Division: Multimodal Operations		
DI Name: Federal Aviation Assistance Expansion Di	l# 1605006	HB Section: 4.550

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This expansion item is for the additional federal funding received from Infrastructure Investment and Jobs Act and the Airport Improvement Program.

15. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	0	0.0	27,346,343	0.0	0	0.0	27,346,343	0.0	0
Total PSD	0	0.0	27,346,343	0.0	0	0.0	27,346,343	0.0	0
Grand Total	0	0.0	27,346,343	0.0	0	0.0	27,346,343	0.0	0
Budget Object Class/Job Class	Gov Rec GR DOLLARS	Gov Rec GR FTE	Gov Rec FED DOLLARS	Gov Rec FED FTE	Gov Rec OTHER DOLLARS	Gov Rec OTHER FTE	Gov Rec TOTAL DOLLARS	Gov Rec TOTAL FTE	Gov Rec One-Time DOLLARS
Program Distributions Total PSD	0	0.0	,,	0.0	0	0.0 0.0	27,346,343 27,346,343	0.0	0
Grand Total	0	0.0	27,346,343	0.0	0	0.0	27,346,343	0.0	0

RANK: ____6 OF ___23

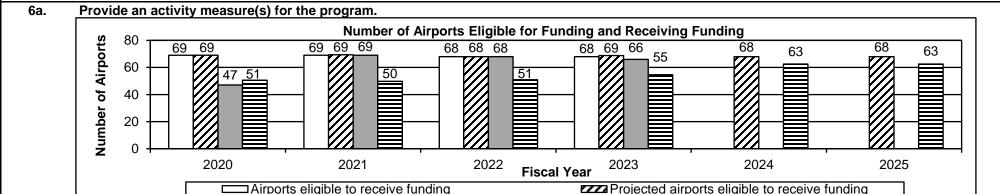
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

DI Name: Federal Aviation Assistance Expansion DI# 1605006 HB Section: 4.550

Airports receiving funding

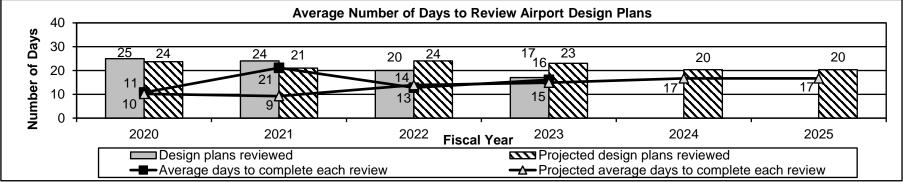
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)



The 2024 and 2025 projections for airports eligible to receive funding are based on all 68 airports that could receive federal AIP funding through the State Block Grant Program. Of the 68 airports, only 64 will receive ARPA funding. The 2024 and 2025 projections for airports receiving funding are based on the average of actuals for the last four years.

Projected airports receiving funding

6b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

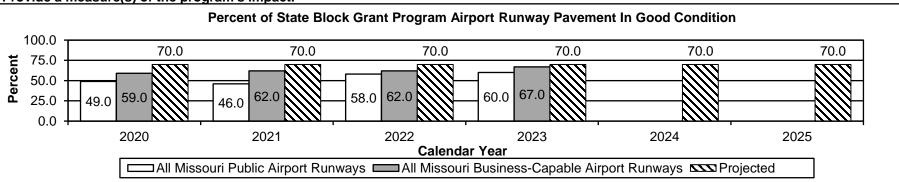
RANK: ____6 OF ___23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

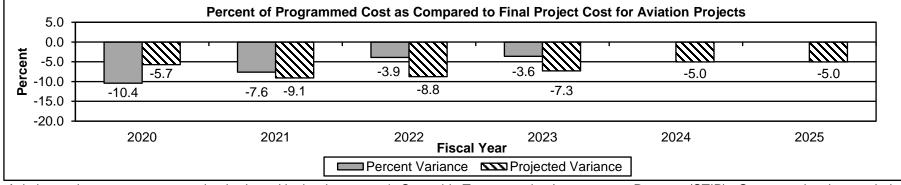
DI Name: Federal Aviation Assistance Expansion DI# 1605006 HB Section: 4.550

6c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. Pavement in good condition is based on data from the Pavement Condition Index (PCI), which reports on the structural integrity of the pavement. The 2024 and 2025 projections were set by the department.

6d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

Division: Multimodal Operations DI Name: Federal Aviation Assistance Expansion DI# 1605006 HB Section: 4.550 7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS: MODOT's aviation staff will continue to monitor the performance measurement targets when proceeding with projects. Aviation staff will continue to work to improve plan review times and will also work to seek federal funding for projects to improve runway pavement conditions.
DI Name: Federal Aviation Assistance Expansion DI# 1605006 HB Section: 4.550 7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS: MoDOT's aviation staff will continue to monitor the performance measurement targets when proceeding with projects. Aviation staff will continue to work to improve plan
DI Name: Federal Aviation Assistance Expansion DI# 1605006 HB Section: 4.550 7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS: MoDOT's aviation staff will continue to monitor the performance measurement targets when proceeding with projects. Aviation staff will continue to work to improve plan
MoDOT's aviation staff will continue to monitor the performance measurement targets when proceeding with projects. Aviation staff will continue to work to improve plan
MoDOT's aviation staff will continue to monitor the performance measurement targets when proceeding with projects. Aviation staff will continue to work to improve plan

Page 676

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FEDERAL AVIATION ASSISTANCE								
Federal Aviation Assist. NDI - 1605006								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	27,346,343	0.00	27,346,343	0.00
TOTAL - PD	0	0.00	0	0.00	27,346,343	0.00	27,346,343	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$27,346,343	0.00	\$27,346,343	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$27,346,343	0.00	\$27,346,343	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

				RANK: _	10	OF <u>23</u>			
Departmen	t of Transportatio	n			Budget U	nit: Multimodal (Operations		
	lultimodal Operati				_				
DI Name: S	St. Robert Airport E	xpansion		DI# 1605010	HB Section	on: <u>4.550</u>			
1. AMOUN	T OF REQUEST								
	FY	2025 Budget	Request			FY 202	5 Governor's	Recommen	dation
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	9,000,000	0	9,000,000	PSD	0	9,000,000	0	9,000,000
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	9,000,000	0	9,000,000	Total	0	9,000,000	0	9,000,000
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
	ges budgeted in Hot	•		•	•	nges budgeted in l		•	-
budgeted d	irectly to MoDOT, F	lighway Patrol,	and Conser	vation.	budgeted	directly to MoDOT	Г, Highway Pa	trol, and Cor	nservation.
Other Fund	s:				Other Fun	ids:			
2. THIS RE	QUEST CAN BE C	ATEGORIZED	AS:						
	New Legislation			N	lew Program		F	Fund Switch	
			X F	rogram Expansion	_	(Cost to Conti	nue	
	GR Pick-Up		•		Space Request Equipment Replacement				
			other:	-		- ·	-		

This requested expansion item is for congressional earmarks from Transportation, Housing and Urban Development/Community Project Funding/Congressionally

Directed Spending. The funding provided in 2024 was one-time and the project will take more than one year to complete.

The Governor's Recommendation is the same as the department's request.

RANK:	10	OF	23	

Department of Transportation		Budget Unit: Multimodal Operations
Division: Multimodal Operations		
DI Name: St. Robert Airport Expansion	DI# 1605010	HB Section: 4.550

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

For the construction, capital improvement or planning at the Waynesville-St. Robert Regional Airport Terminal.

	Dept Req GR	Dept Req GR	Dept Req FED	Dept Req FED	Dept Req OTHER	Dept Req OTHER	Dept Req TOTAL	Dept Req TOTAL	Dept Req One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
Total PSD	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
Grand Total	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
	Gov Rec GR	Gov Rec GR	Gov Rec FED	Gov Rec FED	Gov Rec OTHER	Gov Rec OTHER	Gov Rec TOTAL	Gov Rec TOTAL	Gov Rec One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
Total PSD	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
Grand Total	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0

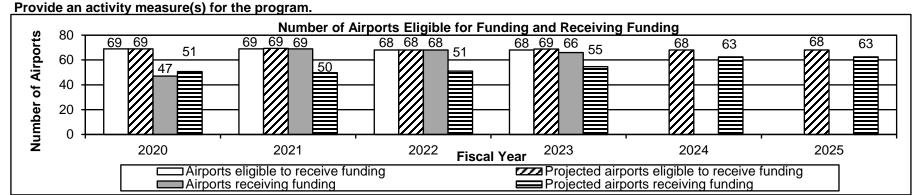
RANK: ____10 ___ OF ___23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

DI Name: St. Robert Airport Expansion DI# 1605010 HB Section: 4.550

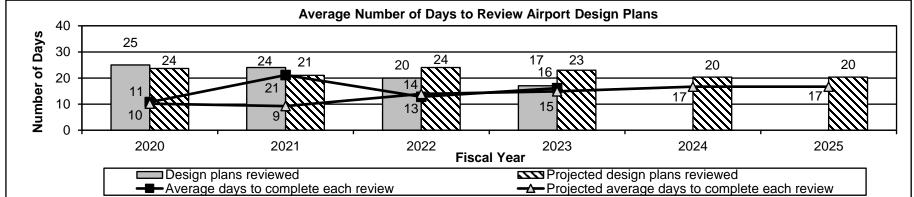
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)



The 2024 and 2025 projections for airports eligible to receive funding are based on all 68 airports that could receive federal AIP funding through the State Block Grant Program. Of the 68 airports, only 64 will receive ARPA funding. The 2024 and 2025 projections for airports receiving funding are based on the average of actuals for the last four years.

6b. Provide a measure(s) of the program's quality.

6a.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

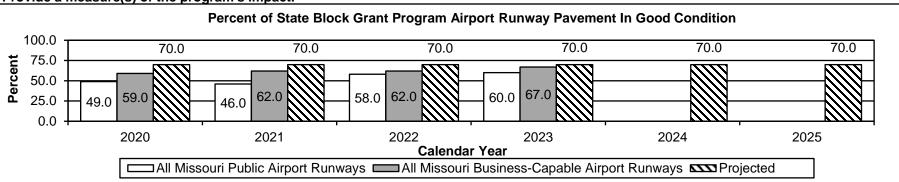
RANK: ____10 ___ OF ___23 ___

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

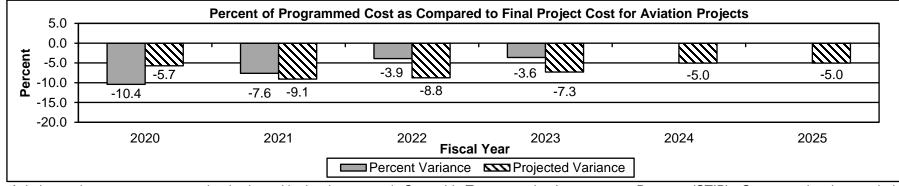
DI Name: St. Robert Airport Expansion DI# 1605010 HB Section: 4.550

6c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. Pavement in good condition is based on data from the Pavement Condition Index (PCI), which reports on the structural integrity of the pavement. The 2024 and 2025 projections were set by the department.

6d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

NEW DECISION ITEM RANK: 10 OF 23

	NAMN.				
Department of Transportation Division: Multimodal Operations		Budget Unit: Multimodal Operations			
Division: Multimodal Operations					
DI Name: St. Robert Airport Expansion	DI# 1605010	HB Section: 4.550			
7. STRATEGIES TO ACHIEVE THE PERFORM	ANCE MEASIDEMENT TA	DCETS:			
		at targets when proceeding with projects. Aviation staff will continue to work to improve plan			
review times and will also work to seek federal fur					
review times and will also were to seek reading run	ialig for projecte to improve	raina, parement container			

Page 682

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FEDERAL AVIATION ASSISTANCE								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	21,200,000	0.00	21,200,000	0.00
TOTAL - PD	0	0.00	0	0.00	21,200,000	0.00	21,200,000	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$21,200,000	0.00	\$21,200,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$21,200,000	0.00	\$21,200,000	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

	of Transportation				Budget Unit: Multimoda	l Operations			
	ultimodal Operation		l	DI# 1605010	HB Section: 4.550				
AMOUNT	OF REQUEST								
	FY	²⁰²⁵ Budget	Request		FY 20	25 Governor's	Recommen	dation	
_	GR	Federal	Other	Total	GR	Federal	Other	Total	
3	0	0	0	0	PS 0	0	0	0	
	0	0	0	0	EE 0	0	0	0	
SD .	0	3,400,000	0	3,400,000	PSD 0	3,400,000	0	3,400,000	
RF .	0	0	0	0	TRF		0	0	
tal	0	3,400,000	0	3,400,000	Total 0	3,400,000	0	3,400,000	
ΓE	0.00	0.00	0.00	0.00	FTE 0.0	0.00	0.00	0.00	
3 4	0	0	0	0	HB 4 0	0	0	0	
3 5	0	0	0	0	HB 5	0	0	0	
te: Fringe	es budgeted in Hou	ıse Bill 5 excep	ot for certain	fringes	Note: Fringes budgeted in	n House Bill 5 e	xcept for cer	tain fringes	
dgeted dir	rectly to MoDOT, H	lighway Patrol,	and Conser	vation.	budgeted directly to MoDe	OT, Highway Pa	trol, and Cor	nservation.	
her Funds	:				Other Funds:				
THIS REC	QUEST CAN BE CA	ATEGORIZED	AS:						
	New Legislation				rogram	F	Fund Switch		
	Federal Mandate		•	Х	m Expansion		Cost to Conti	nue	
	GR Pick-Up		·		pace Request		Equipment Replacement		
	Pay Plan		•						

The Governor's Recommendation is the same as the department's request.

RANK:	10	OF	23

Department of Transportation		Budget Unit: Multimodal Operations
Division: Multimodal Operations		
DI Name: Jefferson City Airport Expansion	DI# 1605010	HB Section: 4.550

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This funding is for the relocation and construction of the air traffic control tower at the Jefferson City Regional Airport.

5. BREAK DOWN THE REQUEST BY BU	DGET OBJEC	T CLASS, JO	OB CLASS, A	ND FUND SO	URCE. IDEN	TIFY ONE-T	IME COSTS.		
	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	0	0.0	3,400,000	0.0	0	0.0	3,400,000	0.0	0
Total PSD	0	0.0	3,400,000	0.0	0	0.0	3,400,000	0.0	0
Grand Total	0	0.0	3,400,000	0.0	0	0.0	3,400,000	0.0	0
	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	0	0.0	3,400,000	0.0	0	0.0	3,400,000	0.0	0
Total PSD	0	0.0	3,400,000	0.0	0	0.0	3,400,000	0.0	0
			3,400,000			0.0	3,400,000	0.0	

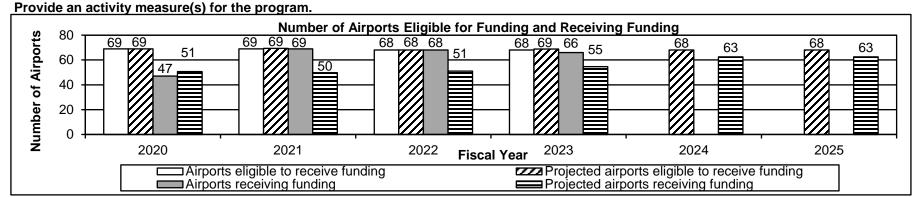
RANK: ____10 ___ OF ___23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

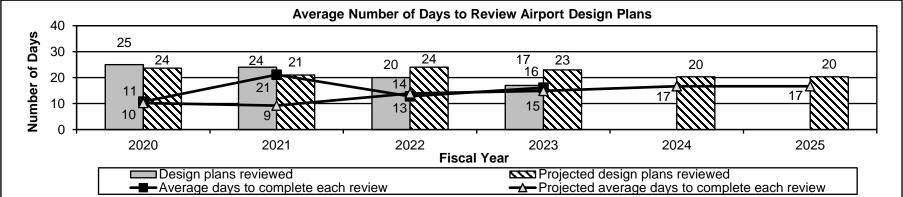
DI Name: Jefferson City Airport Expansion DI# 1605010 HB Section: 4.550

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.) 6a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections for airports eligible to receive funding are based on all 68 airports that could receive federal AIP funding through the State Block Grant Program. Of the 68 airports, only 64 will receive ARPA funding. The 2024 and 2025 projections for airports receiving funding are based on the average of actuals for the last four years.

6b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

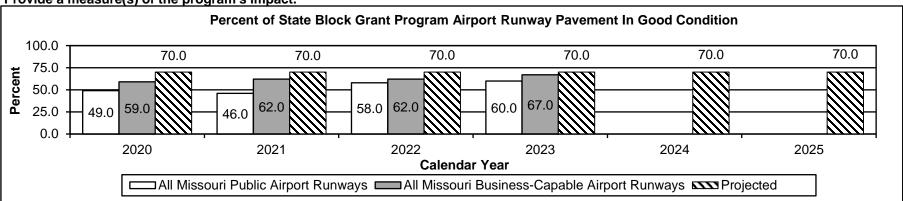
RANK: 10 OF 23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

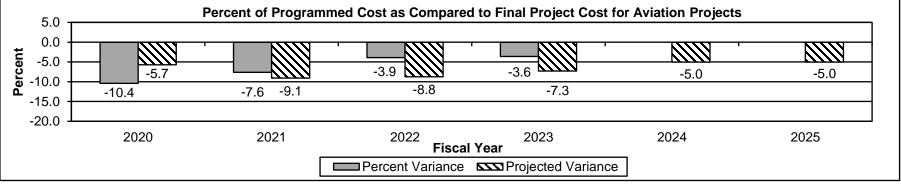
DI Name: Jefferson City Airport Expansion DI# 1605010 HB Section: 4.550

6c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. Pavement in good condition is based on data from the Pavement Condition Index (PCI), which reports on the structural integrity of the pavement. The 2024 and 2025 projections were set by the department.

6d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

NEW DECISION ITEM RANK: 10 OF 23

Department of Transportation Division: Multimodal Operations		Budget Unit: Multimodal Operations				
Division: Multimodal Operations	DI# 400E040	UD Ocether A 550				
DI Name: Jefferson City Airport Expansion	DI# 1605010	HB Section: 4.550				
7. STRATEGIES TO ACHIEVE THE PERFORMAN						
		nt targets when proceeding with projects. Aviation staff will continue to work to improve plan				
review times and will also work to seek federal fundi	ing for projects to improve	e runway pavement conditions.				

Page 688

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FEDERAL AVIATION ASSISTANCE								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	21,200,000	0.00	21,200,000	0.00
TOTAL - PD	0	0.00	0	0.00	21,200,000	0.00	21,200,000	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$21,200,000	0.00	\$21,200,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$21,200,000	0.00	\$21,200,000	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

Department	t of Transportati	on			Budget Unit:	Multimodal (Operations		
	ultimodal Opera						•		
I Name: R	osecrans Airpor	t Expansion		DI# 1605010	HB Section:	4.550	_		
. AMOUN	T OF REQUEST								
	F	Y 2025 Budget	Request			FY 202	5 Governor's	Recommen	dation
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
E	C	0	0	0	EE	0	0	0	0
SD	C	8,800,000	0	8,800,000	PSD	0	8,800,000	0	8,800,000
RF			0	0	TRF	0	0	0	0
otal		8,800,000	0	8,800,000	Total	0	8,800,000	0	8,800,000
TE	0.0	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
IB 4	0	0	0	0	HB 4	0	0	0	0
IB 5	0	0	0	0	HB 5	0	0	0	0
ote: Fringe	es budgeted in H	ouse Bill 5 exce _l	ot for certain	fringes	Note: Fringe	s budgeted in l	House Bill 5 ex	cept for cer	tain fringes
udgeted dii	rectly to MoDOT,	Highway Patrol,	and Conser	vation.	budgeted dire	ectly to MoDO	Г, Highway Pa	trol, and Cor	nservation.
Other Funds	S:				Other Funds:				
. THIS REC	QUEST CAN BE	CATEGORIZED	AS:						
	New Legislation			N	w Program		F	und Switch	
	Federal Mandate	9	•		ogram Expansion	-	c	ost to Conti	nue
	GR Pick-Up		•	<u> </u>	ace Request	-	E	quipment R	eplacement
	Pay Plan		•		ner:	-		-	

This requested expansion item is for congressional earmarks from Transportation, Housing and Urban Development/Community Project Funding/Congressionally

Directed Spending. The funding provided in 2024 was one-time and the project will take more than one year to complete.

The Governor's Recommendation is the same as the department's request.

RANK: 10 OF 23	

Department of Transportation		Budget Unit: Multimodal Operations
Division: Multimodal Operations		
DI Name: Rosecrans Airport Expansion	DI# 1605010	HB Section: 4.550

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This funding is for an air traffic control tower, terminal building, snow removal equipment building, electrical vault relocation as well as design and construction services at the Rosecrans Memorial Airport in St. Joseph.

5. BREAK DOWN THE REQUEST BY	BUDGET OBJEC			ND FUND 30	UKCE. IDEN	HIFT ONE-I	INE COSTS.		
	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	0	0.0	8,800,000	0.0	0	0.0	8,800,000	0.0	0
Total PSD	0	0.0	8,800,000	0.0	0	0.0	8,800,000	0.0	0
Grand Total	0	0.0	8,800,000	0.0	0	0.0	8,800,000	0.0	0
	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec
Budget Object Class/Job Class	Gov Rec GR DOLLARS	Gov Rec GR FTE	Gov Rec FED DOLLARS	Gov Rec FED FTE	Gov Rec OTHER DOLLARS	Gov Rec OTHER FTE	Gov Rec TOTAL DOLLARS	Gov Rec TOTAL FTE	Gov Rec One-Time DOLLARS
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class Program Distributions Total PSD	GR DOLLARS	GR FTE	FED DOLLARS 8,800,000	FED FTE	OTHER DOLLARS	OTHER FTE	TOTAL DOLLARS	TOTAL FTE	One-Time DOLLARS

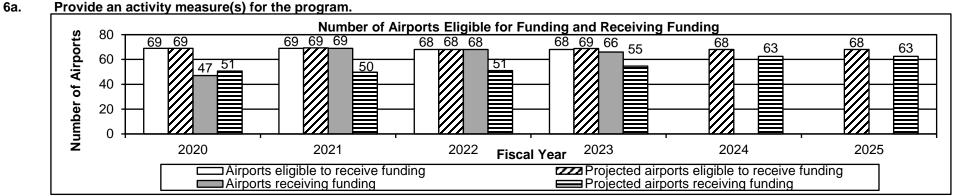
RANK: ____10 ___ OF ___23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

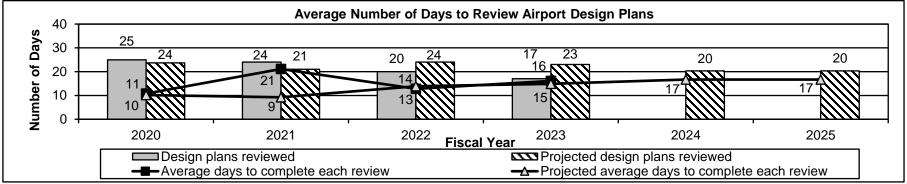
DI Name: Rosecrans Airport Expansion DI# 1605010 HB Section: 4.550

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)



The 2024 and 2025 projections for airports eligible to receive funding are based on all 68 airports that could receive federal AIP funding through the State Block Grant Program. Of the 68 airports, only 64 will receive ARPA funding. The 2024 and 2025 projections for airports receiving funding are based on the average of actuals for the last four years.

6b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

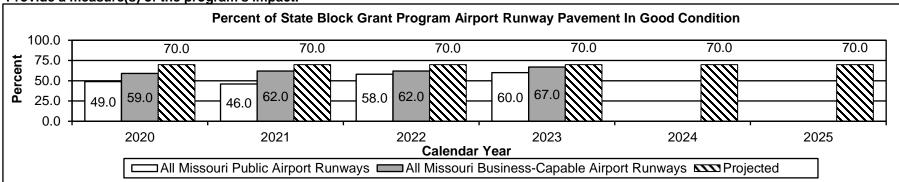
RANK: 10 OF 23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

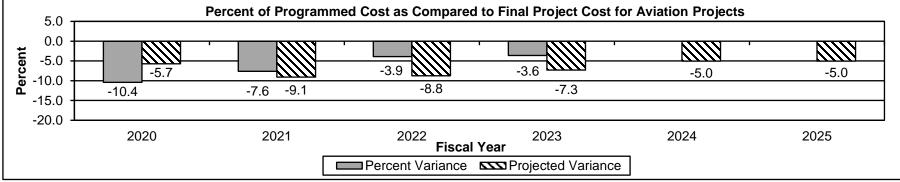
DI Name: Rosecrans Airport Expansion DI# 1605010 HB Section: 4.550

6c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. Pavement in good condition is based on data from the Pavement Condition Index (PCI), which reports on the structural integrity of the pavement. The 2024 and 2025 projections were set by the department.

6d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

Department of Transportation		Pudget Unit Multimodel Operations				
Department of Transportation Division: Multimodal Operations		Budget Unit: Multimodal Operations				
DI Name: Rosecrans Airport Expansion	DI# 1605010	HB Section: 4.550				
7. STRATEGIES TO ACHIEVE THE PERFORM	ANCE MEASUREMENT TA	PGETS:				
		t targets when proceeding with projects. Aviation staff will continue to work to improve plan				
review times and will also work to seek federal fur						
	· , , , ,	• •				

Page 694

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FEDERAL AVIATION ASSISTANCE								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	21,200,000	0.00	21,200,000	0.00
TOTAL - PD	0	0.00	0	0.00	21,200,000	0.00	21,200,000	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$21,200,000	0.00	\$21,200,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$21,200,000	0.00	\$21,200,000	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

RANK:	19	OF 23

Department of Transportation **Budget Unit: Multimodal Operations Division: Multimodal Operations** DI Name: Ports Trust Fund Transfer Expansion DI# 1605019 HB Section: 4.551 1. AMOUNT OF REQUEST FY 2025 Budget Request FY 2025 Governor's Recommendation Total GR Federal Other GR Federal Other Total PS 0 PS 0 0 0 0 0 0 EE 0 0 0 0 0 0 EE 0 **PSD** 0 0 0 0 **PSD** 0 0 **TRF** 11.620.577 0 11.620.577 TRF 11.620.577 0 11.620.577 0 0 11,620,577 0 0 11,620,577 11,620,577 0 11,620,577 Total Total FTE 0.00 0.00 0.00 0.00 FTE 0.00 0.00 0.00 0.00 HB 4 0 0 HB 4 0 0 0 0 0 0 HB 5 0 0 0 HB 5 0 Note: Fringes budgeted in House Bill 5 except for certain fringes Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. budgeted directly to MoDOT, Highway Patrol, and Conservation. Other Funds: Other Funds: 2. THIS REQUEST CAN BE CATEGORIZED AS: New Program Fund Switch **New Legislation** Federal Mandate **Program Expansion** Cost to Continue GR Pick-Up Space Request **Equipment Replacement** Pay Plan Other: 3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM. This budget item is to transfer funds from the core appropriation (2619) to a new appropriation for the Waterways and Ports Trust Fund that was created during the last

This budget item is to transfer funds from the core appropriation (2619) to a new appropriation for the Waterways and Ports Trust Fund that was created during the last legislative session. Article IV, Section 30(c), MO Constitution and Sections 33.543 and 68.035, RSMo provide authorization for MoDOT to administer any general revenue appropriated by the legislature for the Public Port Capital Improvements Program (PPCIP). Ports are the on/off ramps for commerce on the Missouri and Mississippi rivers. Ports leverage capital improvement program funds with private and federal funding to respond to business needs. This combination of funding increases freight commerce moved through the ports in Missouri, improving connections between transportation modes, and spurring economic growth and jobs. Projects funded through this program include construction of docks, purchase of cranes, construction and rehabilitation of the port-owned rail facilities, and construction of fleeting facilities. Strategic investments made at the ports create new jobs at the port itself as well as help businesses located 150 miles or more away stay competitive in domestic and global markets. According to the 2017 Economic Impact Study for Missouri Ports, the public ports support 290,000 jobs and 34 percent of Missouri's economy resulting in \$2.4 billion in state and local tax revenue.

The Governor's Recommendation is the same as the department's request.

0.0 11,620,577

0.0

NEW DECISION ITEM

RANK:	19	OF	23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Ports Trust Fund Transfer Expansion DI# 16050	19 HB Section: 4.551
	

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This budget item is to transfer funds from the core appropriation (2619) to a new appropriation for the Waterways and Ports Trust Fund. MoDOT requested \$11,620,577 in the fiscal year budget for the Public Port Capital Improvement Program.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Transfers	11,620,577	0.0	0	0.0	0	0.0	11,620,577	0.0	0
Total TRF	11,620,577	0.0	0	0.0	0	0.0	11,620,577	0.0	0
Grand Total	11,620,577	0.0	0	0.0	0	0.0	11,620,577	0.0	0
Budget Object Class/Job Class	Gov Rec GR DOLLARS	Gov Rec GR FTE	Gov Rec FED DOLLARS	Gov Rec FED FTE	Gov Rec OTHER DOLLARS	Gov Rec OTHER FTE	Gov Rec TOTAL DOLLARS	Gov Rec TOTAL FTE	Gov Rec One-Time DOLLARS
Transfers Total TRF	11,620,577 11,620,577	0.0 0.0	0 0	0.0 0.0	0	0.0 0.0	,,-	0.0	0

0.0

11,620,577

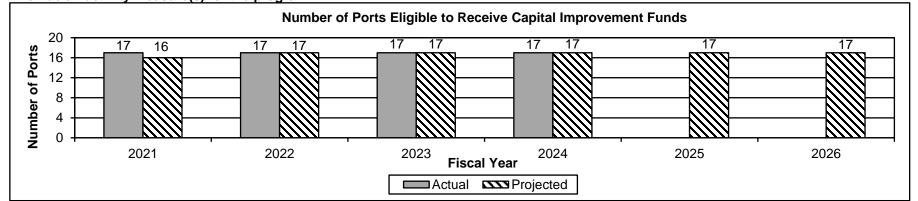
0.0

Grand Total

RANK: 19 OF 23

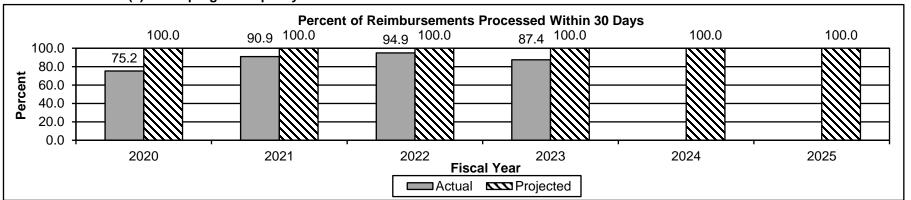
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The Mid-America Port Commission is ineligible for capital improvement funding because it is a tri-state commission and not a port authority. The 2025 and 2026 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2024.

6b. Provide a measure(s) of the program's quality.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

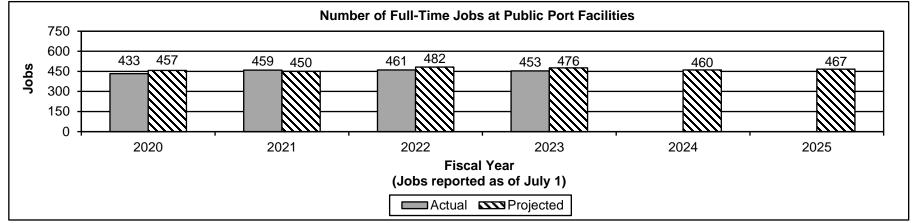
RANK: 19 OF 23

Department of Transportation Budget Unit: Multimodal Operations

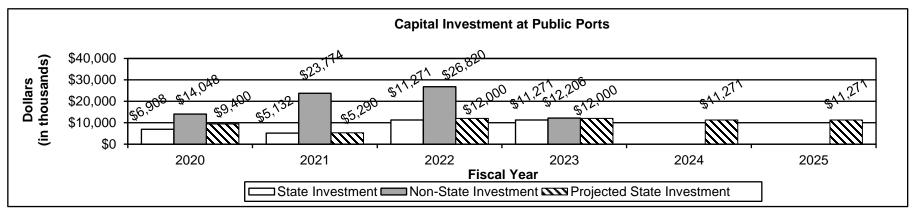
Division: Multimodal Operations

DI Name: Ports Trust Fund Transfer Expansion DI# 1605019 HB Section: 4.551

6c. Provide a measure(s) of the program's impact.



The fiscal year 2024 and 2025 projections were established by calculating the growth rate from 2020 to 2023 and increasing the 2023 actual and 2024 projection, respectively, by that rate.



The 2024 and 2025 projections for state investment are based on the project needs submitted by the Port Authorities. The large non-state investment in 2021 and 2022 was due to the continued construction of a new port and three ports investing in expansion of their facilities. A minimum 20 percent local match is required.

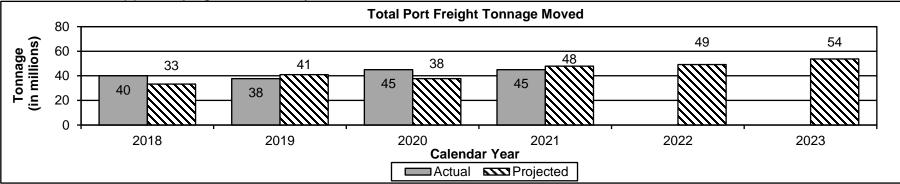
RANK: 19 OF 23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

DI Name: Ports Trust Fund Transfer Expansion DI# 1605019 HB Section: 4.551

6d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Missouri experienced an average annual increase of 9.2 percent in freight movements from calendar year 2019 to 2021. The 2022 and 2023 projections are based on projecting a 9.2 percent increase in tonnage moved each year. Actual tonnage data is published the by US Army Corps of Engineers and calendar year 2022 data was not available at time of publication.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide capital improvement assistance to port authorities across the state to advance economic development.

Page 700

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
WATRWYS & PORTS TRUST TRANSFER								
Ports Trust Fund Transfer NDI - 1605019								
TRANSFERS OUT	0	0.00	0	0.00	11,620,577	0.00	11,620,577	0.00
TOTAL - TRF	0	0.00	0	0.00	11,620,577	0.00	11,620,577	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$11,620,577	0.00	\$11,620,577	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$11,620,577	0.00	\$11,620,577	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

Page 701

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
PORT AUTH FINANCIAL ASSIST								
CORE								
PROGRAM-SPECIFIC								
GENERAL REVENUE	11,271,960	0.00	12,270,577	0.00	0	0.00	0	0.00
BUDGET STABILIZATION	15,237	0.00	25,000,000	0.00	0	0.00	0	0.00
STATE TRANSPORTATION FUND	0	0.00	0	0.00	800,000	0.00	800,000	0.00
TOTAL - PD	11,287,197	0.00	37,270,577	0.00	800,000	0.00	800,000	0.00
TOTAL	11,287,197	0.00	37,270,577	0.00	800,000	0.00	800,000	0.00
Re-request One Time Funding - 1605010								
PROGRAM-SPECIFIC								
BUDGET STABILIZATION	0	0.00	0	0.00	24,984,763	0.00	24,984,763	0.00
TOTAL - PD	0	0.00	0	0.00	24,984,763	0.00	24,984,763	0.00
TOTAL	0	0.00	0	0.00	24,984,763	0.00	24,984,763	0.00
Port Cl NDI - 1605011								
PROGRAM-SPECIFIC								
GENERAL REVENUE	0	0.00	0	0.00	938,000	0.00	938,000	0.00
TOTAL - PD	0	0.00	0	0.00	938,000	0.00	938,000	0.00
TOTAL	0	0.00	0	0.00	938,000	0.00	938,000	0.00
Port Authority Trust Fund NDI - 1605020								
PROGRAM-SPECIFIC								
WATERWAYS AND PORTS TRUST FUND	0	0.00	0	0.00	20,000,000	0.00	20,000,000	0.00
TOTAL - PD	0	0.00	0	0.00	20,000,000	0.00	20,000,000	0.00
TOTAL	0	0.00	0	0.00	20,000,000	0.00	20,000,000	0.00
GRAND TOTAL	\$11,287,197	0.00	\$37,270,577	0.00	\$46,722,763	0.00	\$46,722,763	0.00

Page 702

DECISION ITEM SUMMARY

GRAND TOTAL	\$799,999	0.00	\$800,000	0.00	\$0	0.00	\$0	0.00
TOTAL	799,999	0.00	800,000	0.00	0	0.00	0	0.00
TOTAL - PD	799,999	0.00	800,000	0.00	0	0.00	0	0.00
PROGRAM-SPECIFIC STATE TRANSPORTATION FUND	799,999	0.00	800,000	0.00	0	0.00	0	0.00
PORT AUTH FINANCIAL ASST CORE								
Budget Object Summary Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
Budget Unit Decision Item	FY 2023 ACTUAL	FY 2023 ACTUAL	FY 2024 BUDGET	FY 2024 BUDGET	FY 2025 DEPT REQ	FY 2025 DEPT REQ	FY 2025 GOV REC	FY 2025 GOV REC

CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Port Auth Assistance	HB Section:	4.555

1. CORE FINANCIAL SUMMARY

	FY	2025 Budge	et Request			FY 202	5 Governor's	Recommend	lation
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	0	800,000	800,000	PSD	0	0	800,000	800,000
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	0	800,000	800,000	Total	0	0	800,000	800,000
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Fringes bu	idaeted in House	Bill 5 except	for certain frin	aes	Note: Fringe	s budgeted in Hou	ıse Bill 5 exce	pt for certain	frinaes

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Transportation Fund (0675)

Other Funds: State Transportation Fund (0675)

Notes:

Notes:

2. CORE DESCRIPTION

This program provides operating assistance to public port authorities to fund expenses such as salaries, utilities, outreach to prospective businesses, engineering for capital improvements and other general expenses. Ports are the on/off ramps for commerce on the Missouri and Mississippi Rivers. Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Investments made at the ports create new jobs at the port itself as well as help businesses up to 150 miles away distribute their products to market in a cost-effective manner.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

Appropriated funds are distributed in July of each fiscal year by a formula developed in collaboration with the 17 port authorities and one three-state port commission. The formula is based upon the development needs of each port facility, a three-year business plan, amount of cargo moved through the port and use of prior funding allocations. No local match is required for this program.

CORE DECISION ITEM

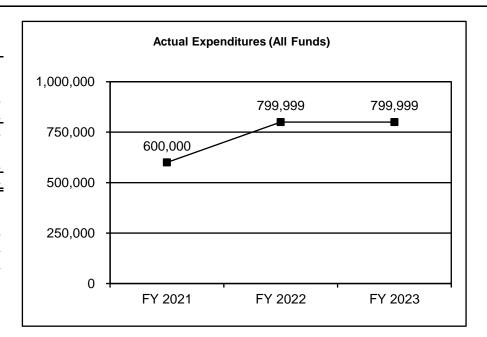
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

Core: Port Auth Assistance HB Section: 4.555

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	600,000	800,000	800,000	800,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	600,000	800,000	800,000	N/A
Actual Expenditures (All Funds)	600,000	799,999	799,999	N/A
Unexpended (All Funds)	0	1	1	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	0	1	1	N/A



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

^{*}Current Year restricted amount is as of 7/1/23.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

PORT AUTH FINANCIAL ASSIST

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		PD	0.00	12,270,577	25,000,000	0	37,270,577	- -
		Total	0.00	12,270,577	25,000,000	0	37,270,577	=
DEPARTMENT CORE AD	JUSTME	NTS						
1x Expenditures	[#553]	PD	0.00	(650,000)	0	0	(650,000)	Port Authority CI NDI one-time appropriation authority
1x Expenditures	[#554]	PD	0.00	0	(25,000,000)	0	(25,000,000)	Jefferson County Port NDI one-time appropriation authority
Core Reduction	[#565]	PD	0.00	(11,620,577)	0	0	(11,620,577)	Port Authority CI NDI reduction due to requesting new funding source
Core Reallocation	[#514]	PD	0.00	0	0	800,000	800,000	Reallocation to move to one budget unit for ports
NET DEPAR	MENT C	HANGES	0.00	(12,270,577)	(25,000,000)	800,000	(36,470,577)	
DEPARTMENT CORE RE	QUEST							
		PD	0.00	0	0	800,000	800,000	
		Total	0.00	0	0	800,000	800,000	-
GOVERNOR'S RECOMM	ENDED (CORE						.
		PD	0.00	0	0	800,000	800,000	
		Total	0.00	0	0	800,000	800,000	<u>-</u>

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

PORT AUTH FINANCIAL ASST

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							·
	PD	0.00	0	0	800,000	800,000	
	Total	0.00	0	0	800,000	800,000	· -
DEPARTMENT CORE ADJUSTM	ENTS						•
Core Reallocation [#513	8] PD	0.00	0	0	(800,000)	(800,000)	Reallocation to move to one budget unit for ports
NET DEPARTMENT	CHANGES	0.00	0	0	(800,000)	(800,000)	•
DEPARTMENT CORE REQUEST							
	PD	0.00	0	0	0	0	
	Total	0.00	0	0	0	0	
GOVERNOR'S RECOMMENDED	CORE						
	PD	0.00	0	0	0	0	
	Total	0.00	0	0	0	0	

Page 707

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
PORT AUTH FINANCIAL ASSIST								
CORE								
PROGRAM DISTRIBUTIONS	11,287,197	0.00	37,270,577	0.00	800,000	0.00	800,000	0.00
TOTAL - PD	11,287,197	0.00	37,270,577	0.00	800,000	0.00	800,000	0.00
GRAND TOTAL	\$11,287,197	0.00	\$37,270,577	0.00	\$800,000	0.00	\$800,000	0.00
GENERAL REVENUE	\$11,271,960	0.00	\$12,270,577	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$15,237	0.00	\$25,000,000	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$800,000	0.00	\$800,000	0.00

Page 708

DECISION ITEM DETAIL

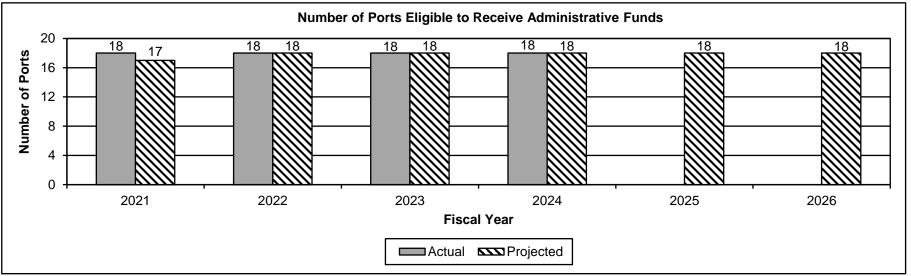
Budget Unit Decision Item	FY 2023 ACTUAL	FY 2023 ACTUAL	FY 2024 BUDGET	FY 2024 BUDGET	FY 2025 DEPT REQ	FY 2025 DEPT REQ	FY 2025 GOV REC	FY 2025 GOV REC	
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	
PORT AUTH FINANCIAL ASST									
CORE									
PROGRAM DISTRIBUTIONS	799,999	0.00	800,000	0.00	0	0.00	0	0.00	
TOTAL - PD	799,999	0.00	800,000	0.00	0	0.00	0	0.00	
GRAND TOTAL	\$799,999	0.00	\$800,000	0.00	\$0	0.00	\$0	0.00	
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00	
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00	
OTHER FUNDS	\$799,999	0.00	\$800,000	0.00	\$0	0.00		0.00	

PROGRAM DESCRIPTION	N	
Department of Transportation	HB Section(s): 4.555	
Program Name: Port Auth Assistance	· · · · · · · · · · · · · · · · · · ·	
Program is found in the following core budget(s): Port Auth Assistance		

1b. What does this program do?

This program provides operating assistance to public port authorities to fund expenses such as salaries, utilities, outreach to prospective businesses, engineering for capital improvements and other general expenses. Ports are the on/off ramps for commerce on the Missouri and Mississippi Rivers. Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Investments made at the ports create new jobs at the port itself as well as help businesses up to 150 miles away distribute their product to market in a cost-effective manner.

2a. Provide an activity measure(s) for the program.



This measure includes Missouri ports as well as one three-state port commission. The 2025 and 2026 projections are based on the ports currently eligible for administrative funding in fiscal year 2024. Ports must be actively pursuing movement of waterborne freight or passengers in order to receive funding.

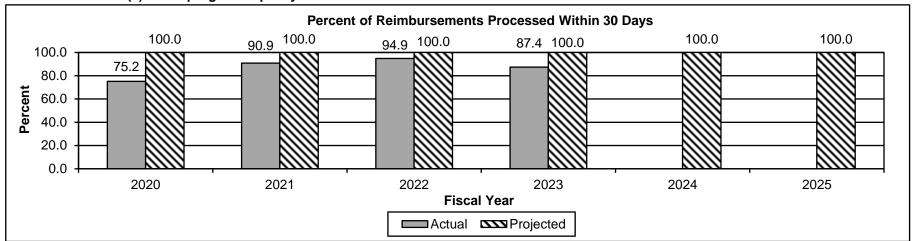
PROGRAM	DESCRIPTION
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Department of Transportation HB Section(s): 4.555

Program Name: Port Auth Assistance

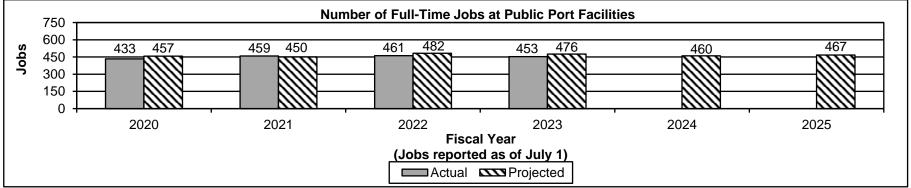
Program is found in the following core budget(s): Port Auth Assistance

2b. Provide a measure(s) of the program's quality.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

2c. Provide a measure(s) of the program's impact.



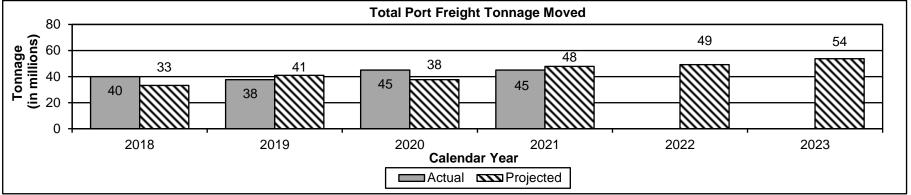
The fiscal year 2024 and 2025 projections were established by calculating the growth rate from 2020 to 2023 and increasing the 2023 actual and 2024 projection, respectively, by that rate.

Department of Transportation HB Section(s): 4.555

Program Name: Port Auth Assistance

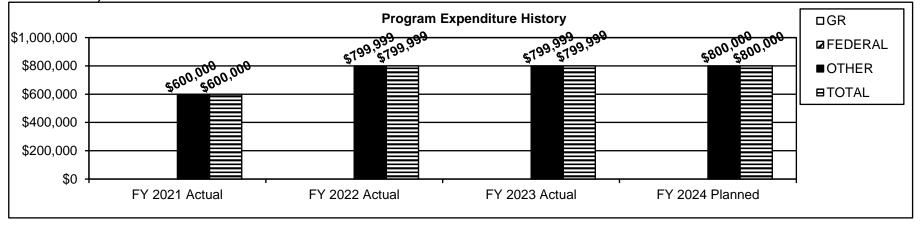
Program is found in the following core budget(s): Port Auth Assistance

2d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Missouri experienced an average annual increase of 9.2 percent in freight movements from calendar year 2019 to 2021. The 2022 and 2023 projections are based on projecting a 9.2 percent increase in tonnage moved each year. Actual tonnage data is published the by US Army Corps of Engineers and calendar year 2022 data was not available at time of publication.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



		rage / 12	
	PROGRAM DESCRIF	PTION	
	artment of Transportation	HB Section(s): 4.555	
	ram Name: Port Auth Assistance		
Pro	ram is found in the following core budget(s): Port Auth Assistance		
4.	What are the sources of the "Other " funds?		
	State Transportation Fund (0675)		
5.	What is the authorization for this program, i.e., federal or state statute, etc.? (Incl Article IV, Section 30(c), MO Constitution, 68.035, 68.065 and 226.225, RSMo.	ude the federal program number, if applicable.)	
6.	Are there federal matching requirements? If yes, please explain.		
7.	Is this a federally mandated program? If yes, please explain. No		

RANK:	20	OF	23
			-

Department of Transportation **Budget Unit: Multimodal Operations Division: Multimodal Operations** DI Name: Port Auth Trust Fund Expansion DI# 1605020 HB Section: 4.555 1. AMOUNT OF REQUEST FY 2025 Budget Request FY 2025 Governor's Recommendation GR Federal Other Total GR Federal Other Total PS 0 0 PS 0 0 0 0 EE 0 0 0 0 EE 0 **PSD** 20,000,000 20,000,000 0 0 0 **PSD** 0 20,000,000 20,000,000 **TRF** 0 TRF 0 0 20,000,000 20,000,000 0 20,000,000 20,000,000 **Total** Total FTE 0.00 FTE 0.00 0.00 0.00 0.00 0.00 0.00 0.00 HB 4 HB 4 0 0 0 0 0 0 0 0 HB 5 HB 5 Note: Fringes budgeted in House Bill 5 except for certain fringes Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. budgeted directly to MoDOT, Highway Patrol, and Conservation. Other Funds: Waterways and Ports Trust Fund (0237) Other Funds: Waterways and Ports Trust Fund (0237) 2. THIS REQUEST CAN BE CATEGORIZED AS: **New Legislation** New Program Fund Switch Federal Mandate Program Expansion Cost to Continue GR Pick-Up Space Request **Equipment Replacement** Pay Plan Other: 3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This budget item will provide spending authority for the Waterways and Ports Trust Fund that was created in SS HB 202 last legislative session. It provides sufficient

authority for any General Revenue appropriated by the legislature plus any potential grants or donations received for this purpose. Article IV, Section 30(c), MO Constitution and Sections 33.543 and 68.035, RSMo provide authorization for MoDOT to administer any General Revenue appropriated by the legislature for the Public Port Capital Improvements Program (PPCIP). Ports are the on/off ramps for commerce on the Missouri and Mississippi Rivers. Ports leverage capital improvement program funds with private and federal funding to respond to business needs. This combination of funding increases freight commerce moved through the ports in Missouri, improving connections between transportation modes, and spurring economic growth and jobs. Projects funded through this program include construction of docks, purchase of cranes, construction and rehabilitation of the port-owned rail facilities, and construction of fleeting facilities. Strategic investments made at the ports create new jobs at the port itself as well as help businesses located 150 miles or more away stay competitive in domestic and global markets. According to the 2017 Economic Impact Study for Missouri Ports, the public ports support 290,000 jobs and 34 percent of Missouri's economy resulting in \$2.4 billion in state and local tax revenue.

The Governor's Recommendation is the same as the department's request.

RANK:	20	OF	23	
				_

Department of Transportation		Budget Unit: Multimodal Operations
Division: Multimodal Operations		
DI Name: Port Auth Trust Fund Expansion	DI# 1605020	HB Section: 4.555
	<u> </u>	

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This budget item will provide spending authority for the Waterways and Ports Trust Fund. It provides sufficient authority for any General Revenue appropriated by the legislature plus any potential grants or donations received for this purpose. Projects are selected annually through a collaborative process involving the Executive Directors of the Port Authorities and MoDOT. Each port presents capital asset needs to the group for discussion, including topics such as job creation, timelines for completion, how quickly the asset is needed for a business and whether the asset is needed for a current business, committed business or potential business. The group collectively ranks each need, then uses these rankings to develop a fiscally constrained project listing. The project needs list changes each year due to rapidly changing economic development needs. A minimum of 20 percent local match is required for this program. Once funds are appropriated, projects are listed in the State Transportation Improvement Plan (STIP).

5. BREAK DOWN THE REQUEST BY BUD	5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.										
Dept Req D							Dept Req				
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time		
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS		
Program Distributions	0	0.0	0	0.0	20,000,000	0.0	20,000,000	0.0	0		
Total PSD	0	0.0	0	0.0	20,000,000	0.0	20,000,000	0.0	0		
Grand Total	0	0.0	0	0.0	20,000,000	0.0	20,000,000	0.0	0		
	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec	Gov Rec		
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time		
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS		
Program Distributions	0	0.0	0	0.0	20,000,000	0.0	20,000,000	0.0	0		
Total PSD	0	0.0	0	0.0	20,000,000	0.0	20,000,000	0.0	0		
Grand Total	0	0.0	0	0.0	20,000,000	0.0	20,000,000	0.0	0		

RANK: 20 OF 23

Department of Transportation

Division: Multimodal Operations

DI Name: Port Auth Trust Fund Expansion

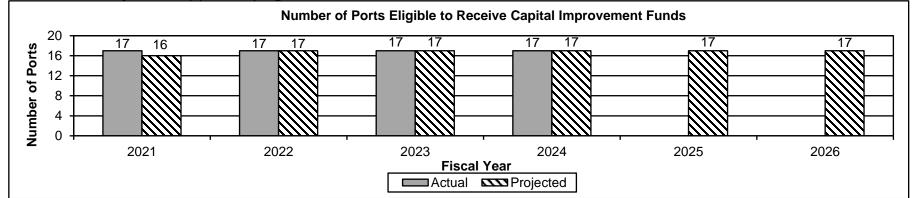
DI# 1605020

Budget Unit: Multimodal Operations

HB Section: 4.555

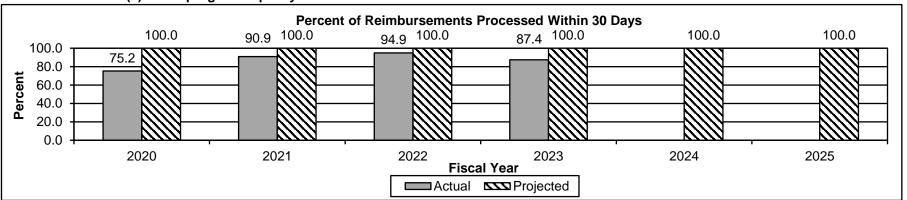
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The Mid-America Port Commission is ineligible for capital improvement funding because it is a tri-state commission and not a port authority. The 2025 and 2026 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2024.

6b. Provide a measure(s) of the program's quality.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

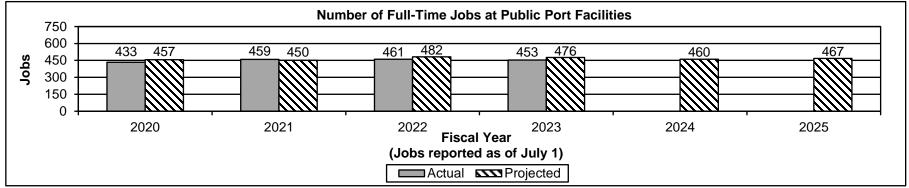
RANK: ______ OF _____ 23

Department of Transportation Budget Unit: Multimodal Operations

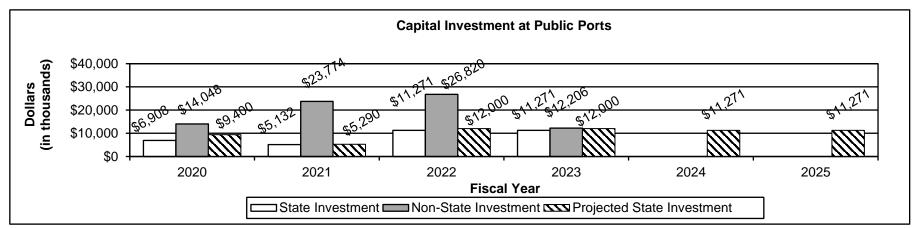
Division: Multimodal Operations

DI Name: Port Auth Trust Fund Expansion DI# 1605020 HB Section: 4.555

6c. Provide a measure(s) of the program's impact.



The fiscal year 2024 and 2025 projections were established by calculating the growth rate from 2020 to 2023 and increasing the 2023 actual and 2024 projection, respectively by that rate.



The 2024 and 2025 projections for state investment are based on the project needs submitted by the Port Authorities. The large non-state investment in 2021 and 2022 was due to the continued construction of a new port and three ports investing in expansion of their facilities. A minimum 20 percent local match is required.

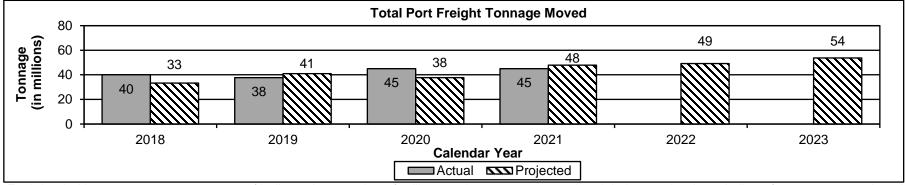
RANK: 20 OF 23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

DI Name: Port Auth Trust Fund Expansion DI# 1605020 HB Section: 4.555

6d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Missouri experienced an average annual increase of 9.2 percent in freight movements from calendar year 2019 to 2021. The 2022 and 2023 projections are based on projecting a 9.2 percent increase in tonnage moved each year. Actual tonnage data is published the by US Army Corps of Engineers and calendar year 2022 data was not available at time of publication.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide capital improvement assistance to port authorities across the state to advance economic development.

Page 718

DECISION ITEM DETAIL

						_		
Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
PORT AUTH FINANCIAL ASSIST								
Port Authority Trust Fund NDI - 1605020								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	20,000,000	0.00	20,000,000	0.00
TOTAL - PD	0	0.00	0	0.00	20,000,000	0.00	20,000,000	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$20,000,000	0.00	\$20,000,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$20,000,000	0.00	\$20,000,000	0.00

RANK:	11	OF	23
-		-	

The Governor's Recommendation is the same as the department's request.

Department	of Transportation				Budget Unit:	: Multimodal C	perations				
Division: Mu	ultimodal Operation	ns			_						
DI Name: Po	ort Authorities Ass	istance Expar	sion	DI# 1605011	HB Section:	4.555					
1. AMOUNT	OF REQUEST		_								
		/ 2025 Budget	-				Governor's				
	GR	Federal	Other	Total		GR	Federal	Other	Total		
PS	0	0	0	0	PS	0	0	0	0		
EE	0	0	0	0	EE	0	0	0	0		
PSD	938,000	0	0	938,000	PSD	938,000	0	0	938,000		
TRF	0	0	0	0	TRF	0	0	0	0	-	
Total	938,000	0	0	938,000	Total	938,000	0	0	938,000	:	
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00		
HB 4	0	0	0	0	HB 4	0	0	0	0		
HB 5	0	0	0	0	HB 5	0	0	0	0		
Note: Fringe	es budgeted in Hous	e Bill 5 except	for certain fring	ges	Note: Fringe	s budgeted in F	louse Bill 5 ex	cept for certa	ain fringes		
	ectly to MoDOT, Hig					ectly to MoDOT					
Other Funds	:				Other Funds:						
2. THIS REQ	UEST CAN BE CA	TEGORIZED /	AS:								
	New Legislation		_		New Program	_	F	und Switch			
	Federal Mandate		_	Х	Program Expansion	rogram Expansion Co			ost to Continue		
	GR Pick-Up		_		Space Request	ace Request F			Equipment Replacement		
	Pay Plan		_		Other:	_	<u>.</u>				
			_								
-		_			OR ITEMS CHECKED IN #	2. INCLUDE T	HE FEDERAL	OR STATE	STATUTOR	₹Y OR	
	IONAL AUTHORIZ										
					orps of Engineers' Lower M						
		•		•	nsas City funded a portion			study will be	used to dete	ermine	
navigation st	ructures in the Miss	ouri River and	are anticipated	to provide m	nore reliability in the channe	el for navigation	l .				

RANK:	11	OF	23	

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Port Authorities Assistance Expansion DI# 16050	111 HB Section: 4.555
	

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

\$938,000 is being requested for the non-federal match for the multi-year Corps of Engineers' Lower Missouri River Navigation Study. This will complete the study. \$650,000 was included in 2024 for this study as one-time funding. Port Kansas City funded a portion of the match. Results of the study will be used to determine navigation structures in the Missouri River and are anticipated to provide more reliability in the channel for navigation.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	938,000	0.0	0	0.0		0.0	938,000	0.0	0
Total PSD	938,000	0.0	0	0.0	0	0.0	938,000	0.0	0
Grand Total	938,000	0.0	0	0.0	0	0.0	938,000	0.0	0
	Gov Rec GR	Gov Rec GR	Gov Rec FED	Gov Rec FED	Gov Rec OTHER	Gov Rec OTHER	Gov Rec TOTAL	Gov Rec TOTAL	Gov Rec One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	938,000	0.0	0	0.0	0	0.0	938,000	0.0	0
Total PSD	938,000	0.0	0	0.0	0	0.0	938,000	0.0	0
Grand Total	938,000	0.0	0	0.0	0	0.0	938,000	0.0	0

RANK: 11 OF 23

Department of Transportation

Division: Multimodal Operations

DI Name: Port Authorities Assistance Expansion

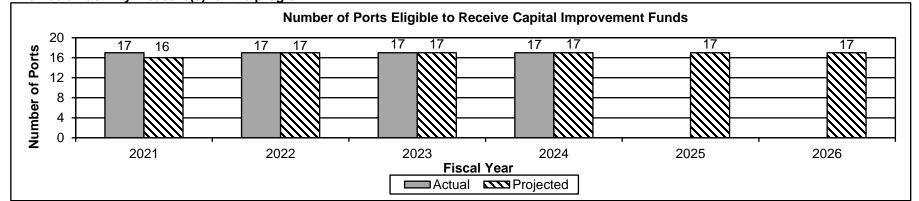
DI# 1605011

Budget Unit: Multimodal Operations

HB Section: 4.555

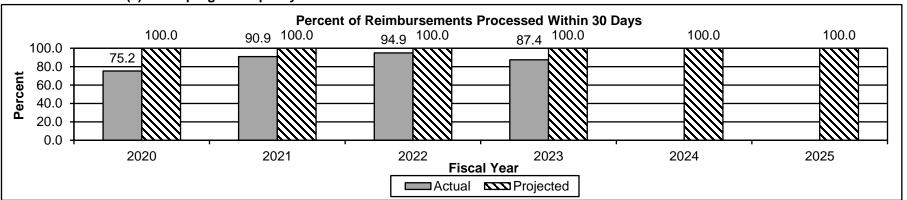
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The Mid-America Port Commission is ineligible for capital improvement funding because it is a tri-state commission and not a port authority. The 2025 and 2026 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2024.

6b. Provide a measure(s) of the program's quality.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

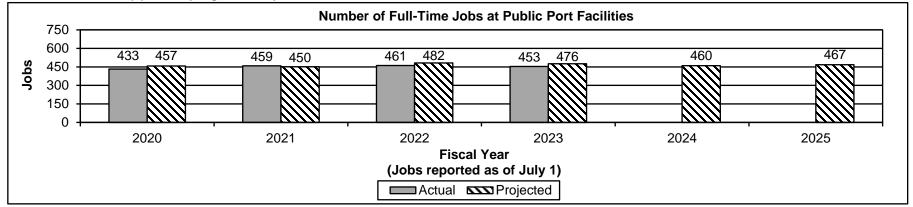
RANK: ___11 ___ OF __23

Department of Transportation Budget Unit: Multimodal Operations

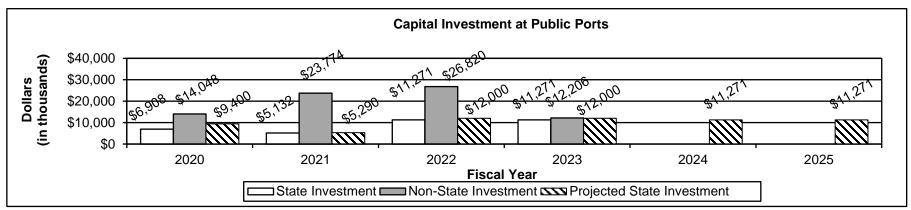
Division: Multimodal Operations

DI Name: Port Authorities Assistance Expansion DI# 1605011 HB Section: 4.555

6c. Provide a measure(s) of the program's impact.



The fiscal year 2024 and 2025 projections were established by calculating the growth rate from 2020 to 2023 and increasing the 2023 actual and 2024 projection, respectively, by that rate.



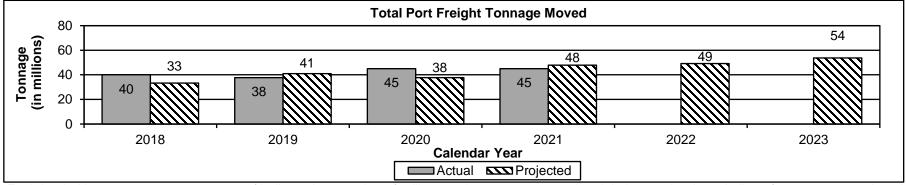
The 2024 and 2025 projections for state investment are based on the project needs submitted by the Port Authorities. The large non-state investment in 2021 and 2022 was due to the continued construction of a new port and three ports investing in expansion of their facilities. A minimum 20 percent local match is required.

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

DI Name: Port Authorities Assistance Expansion DI# 1605011 HB Section: 4.555

6d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Missouri experienced an average annual increase of 9.2 percent in freight movements from calendar year 2019 to 2021. The 2022 and 2023 projections are based on projecting a 9.2 percent increase in tonnage moved each year. Actual tonnage data is published the by US Army Corps of Engineers and calendar year 2022 data was not available at time of publication.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide capital improvement assistance to port authorities across the state to advance economic development.

Page 724

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
PORT AUTH FINANCIAL ASSIST								
Port CI NDI - 1605011								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	938,000	0.00	938,000	0.00
TOTAL - PD	0	0.00	0	0.00	938,000	0.00	938,000	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$938,000	0.00	\$938,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$938,000	0.00	\$938,000	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

	of Transportatior				Budget Unit:	Multimodal	Operations			
	Itimodal Operation									
Ol Name: Jef	fferson County P	ort Authorities	CI Exp.	DI# 1605010	HB Section:	4.555				
. AMOUNT	OF REQUEST									
	F	Y 2025 Budget	Request			FY 202	25 Governor's	Recommen	ndation	
_	GR	Federal	Other	Total		GR	Federal	Other	Total	
rs -	0	0	0	0	PS	0	0	0	0	
E	0	0	0	0	EE	0	0	0	0	
PSD	0	24,984,763	0	24,984,763	PSD	0	24,984,763	0	24,984,763	
RF _	0	0	0	0	TRF	0	0	0	0	
otal	0	24,984,763	0	24,984,763	Total	0	24,984,763	0	24,984,763	
TE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00	
IB 4	0	0	0	0	HB 4	0	0	0	0	
IB 5	0	0	0	0	HB 5	0	0	0	0	
	s budgeted in Hou ectly to MoDOT, H				ļ	•	House Bill 5 e T, Highway Pa	•		
Other Funds:					Other Funds:					
. THIS REQ	UEST CAN BE CA	ATEGORIZED A	NS:							
	New Legislation				New Program			Fund Switch		
	Federal Mandate			Х	Program Expansion			Cost to Cont		
	GR Pick-Up				Space Request			Equipment F	Replacement	
	Pay Plan				Other:					
					OR ITEMS CHECKED IN #					
_	•		•	• `	PA) in development of a po	•			ate revenue for	r JCP/
ercent local	match is required.	The funding pr	ovided in 202	4 was one-tim	ne and the project will take i	more than one	e year to comp	lete.		

RANK: 10 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Jefferson County Port Authorities CI Exp. DI# 1605010	HB Section: 4.555

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This funding is requested to assist the Jefferson County Port Authority (JCPA) in development of a port facility at Herculaneum, MO, to generate revenue for JCPA. A 10 percent local match is required. This is a continuation of the funding provided in House Bill 4 in 2023 and 2024 as one-time. \$24,984,763 is the amount of funds remaining to be spent at the end of fiscal year 2023.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions Total PSD	<u>0</u>	0.0 0.0		0.0	0 0	0.0	24,984,763 24,984,763	0.0	0 0
Grand Total	0	0.0	24,984,763	0.0	0	0.0	24,984,763	0.0	0
Budget Object Class/Job Class	Gov Rec GR DOLLARS	Gov Rec GR FTE	Gov Rec FED DOLLARS	Gov Rec FED FTE	Gov Rec OTHER DOLLARS	Gov Rec OTHER FTE	Gov Rec TOTAL DOLLARS	Gov Rec TOTAL FTE	Gov Rec One-Time DOLLARS
Program Distributions Total PSD	0 0	0.0 0.0	<u> </u>	0.0	0 0	0.0	24,984,763 24,984,763	0.0	0 0
Grand Total	0	0.0	24,984,763	0.0	0	0.0	24,984,763	0.0	0

RANK: 10 OF 23

Department of Transportation

Division: Multimodal Operations

DI Name: Jefferson County Port Authorities CI Exp.

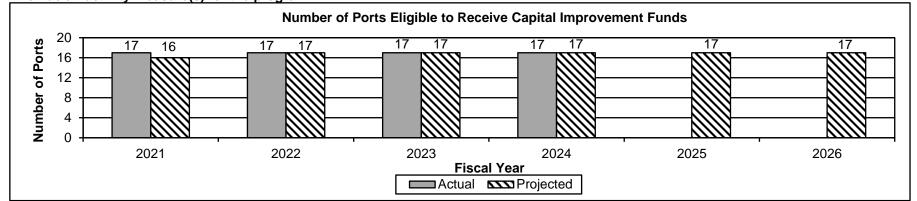
DI# 1605010

Budget Unit: Multimodal Operations

HB Section: 4.555

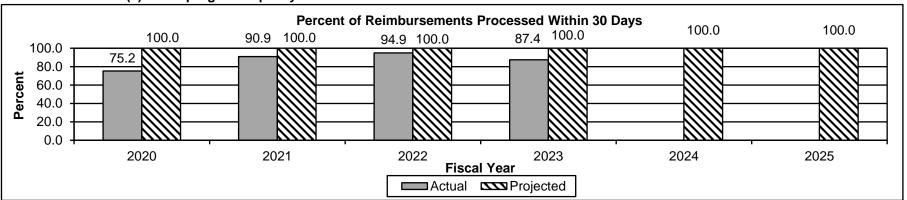
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The Mid-America Port Commission is ineligible for capital improvement funding because it is a tri-state commission and not a port authority. The 2025 and 2026 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2024.

6b. Provide a measure(s) of the program's quality.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

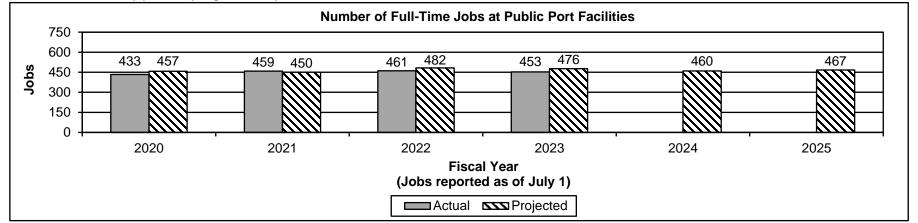
RANK: 10 OF 23

Department of Transportation Budget Unit: Multimodal Operations

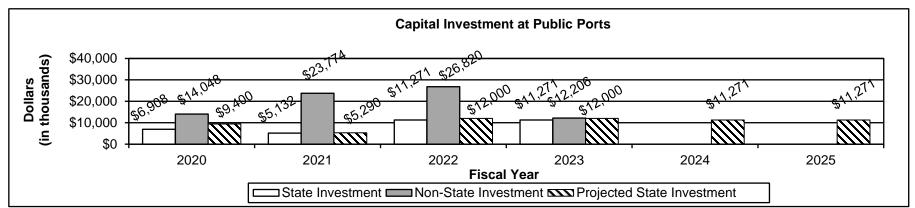
Division: Multimodal Operations

DI Name: Jefferson County Port Authorities CI Exp. DI# 1605010 HB Section: 4.555

6c. Provide a measure(s) of the program's impact.



The fiscal year 2024 and 2025 projections were established by calculating the growth rate from 2020 to 2023 and increasing the 2023 actual and 2024 projection, respectively, by that rate.



The 2024 and 2025 projections for state investment are based on the project needs submitted by the Port Authorities. The large non-state investment in 2021 and 2022 was due to the continued construction of a new port and three ports investing in expansion of their facilities. A minimum 20 percent local match is required.

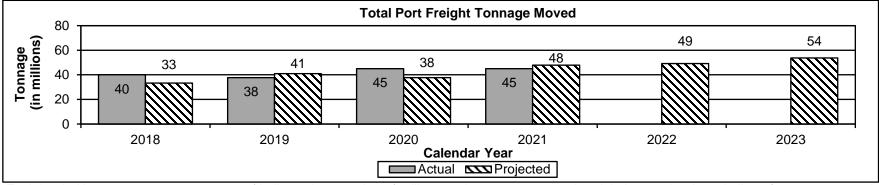
RANK: 10 OF 23

Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

DI Name: Jefferson County Port Authorities CI Exp. DI# 1605010 HB Section: 4.555

6d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Missouri experienced an average annual increase of 9.2 percent in freight movements from calendar year 2019 to 2021. The 2022 and 2023 projections are based on projecting a 9.2 percent increase in tonnage moved each year. Actual tonnage data is published the by US Army Corps of Engineers and calendar year 2022 data was not available at time of publication.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide capital improvement assistance to port authorities across the state to advance economic development.

Page 730

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
PORT AUTH FINANCIAL ASSIST								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	24,984,763	0.00	24,984,763	0.00
TOTAL - PD	0	0.00	0	0.00	24,984,763	0.00	24,984,763	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$24,984,763	0.00	\$24,984,763	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$24,984,763	0.00	\$24,984,763	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

Page 731

DECISION ITEM SUMMARY

Budget Unit									
Decision Item	FY 2023		FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL		ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR		FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FED RAIL, PORT & FREIGHT ASST									
CORE									
PROGRAM-SPECIFIC									
MULTIMODAL OPERATIONS FEDERAL		0	0.00	36,000,000	0.00	26,000,000	0.00	26,000,000	0.00
TOTAL - PD		0	0.00	36,000,000	0.00	26,000,000	0.00	26,000,000	0.00
TOTAL		0	0.00	36,000,000	0.00	26,000,000	0.00	26,000,000	0.00
Re-request One Time Funding - 1605010									
PROGRAM-SPECIFIC									
MULTIMODAL OPERATIONS FEDERAL		0	0.00	0	0.00	0	0.00	10,000,000	0.00
TOTAL - PD		0	0.00	0	0.00	0	0.00	10,000,000	0.00
TOTAL		0	0.00	0	0.00	0	0.00	10,000,000	0.00
Fed Passenger Rail Fed Funds - 1605015									
PROGRAM-SPECIFIC									
MULTIMODAL OPERATIONS FEDERAL		0	0.00	0	0.00	86,000,000	0.00	0	0.00
TOTAL - PD		0	0.00	0	0.00	86,000,000	0.00	0	0.00
TOTAL		0	0.00	0	0.00	86,000,000	0.00	0	0.00
GRAND TOTAL		\$0	0.00	\$36,000,000	0.00	\$112,000,000	0.00	\$36,000,000	0.00

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CORE DECISION ITEM

Department of T	ransportation				Budget Unit:	Multimodal O	perations			
Division: Multim	odal Operation	าร								
Core: Federal Ra	Second Rail Port and Freight Assistance Post and Freight Ass				HB Section:	4.560				
GR Federal Other Total										
	ı	FY 2025 Budg	et Request			FY 202	5 Governor's	Recommen	dation	
		_	-	Total		GR	Federal	Other	Total	
PS	0	0	0	0	PS	0	0	0	0	
EE	0	0	0	0	EE	0	0	0	0	
PSD	0	26,000,000	0	26,000,000	PSD	0	26,000,000	0	26,000,000	
TRF	0	0	0	0	TRF	0	0	0	0	
Total	0	26,000,000	0	26,000,000	Total	0	26,000,000	0	26,000,000	
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00	
HB 4	0	0	0	0	HB 4	0	0	0	0	
HB 5	0	0	0	0	HB 5	0	0	0	0	
						budgeted in Hou				
budgeted directly	to MoDOT, Hig	ihway Patrol, a	nd Conserva	tion.	budgeted direc	tly to MoDOT, H	ighway Patrol,	and Conserv	ation.	
Other Funds:					Other Funds:					
Notes:					Notes:					

2. CORE DESCRIPTION

The appropriation provides MoDOT authority to spend funds received from federal grants associated with rail, port and freight improvements. MoDOT has two open grants from the United States Department of Transportation Consolidated Rail Infrastructure and Safety Improvement Program for the combined amount of \$13.1 million. These grants will be used for the Rail Corridor Consolidation and At-Grade Crossing Safety Improvement Projects. One project was bid in April 2023 and the other project is in design with construction expected in 2025. MoDOT received one additional grant in fiscal year 2022 for \$17.25 million. This grant is for improvements to the Norfolk Southern's Grand River Bridge. This project is scheduled to start construction in 2024. MoDOT is expected to apply for grants this winter and spring for additional federal funds for grade crossing safety projects. This appropriation is needed to expend federal discretionary grant funds awarded for rail, port, and freight improvements.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

Missouri has 17 port authorities and one three-state port commission, and there are approximately 5,300 miles of rail lines and over 6,500 public and private crossings.

CORE DECISION ITEM

Department of Transportation Budget Unit: Multimodal Operations

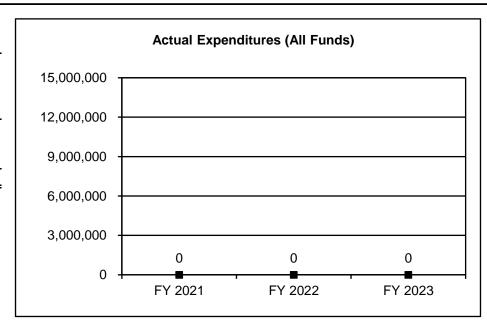
Division: Multimodal Operations

Core: Federal Rail, Port and Freight Assistance

HB Section: 4.560

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds) Less Reverted (All Funds) Less Restricted (All Funds)*	26,000,000	26,000,000	26,000,000	36,000,000 N/A N/A
Budget Authority (All Funds)	26,000,000	26,000,000	26,000,000	N/A
Actual Expenditures (All Funds) Unexpended (All Funds)	0 26,000,000	26,000,000	26,000,000	N/A N/A
Unexpended, by Fund: General Revenue Federal Other	0 26,000,000 0	0 26,000,000 0	0 26,000,000 0	N/A N/A N/A



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

^{*}Current Year restricted amount is as of 7/1/23.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

FED RAIL, PORT & FREIGHT ASST

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	0	36,000,000	0	36,000,000	
	Total	0.00	0	36,000,000	0	36,000,000	
DEPARTMENT CORE ADJUSTM	IENTS						•
1x Expenditures [#55	_	0.00	0	(10,000,000)	0	(10,000,000)	Railroad Grade Crossing NDI one-time appropriation authority
NET DEPARTMENT	CHANGES	0.00	0	(10,000,000)	0	(10,000,000)	
DEPARTMENT CORE REQUEST	Г						
	PD	0.00	0	26,000,000	0	26,000,000	
	Total	0.00	0	26,000,000	0	26,000,000	
GOVERNOR'S RECOMMENDED	CORE						
	PD	0.00	0	26,000,000	0	26,000,000	
	Total	0.00	0	26,000,000	0	26,000,000	

Page 736

DECISION ITEM DETAIL

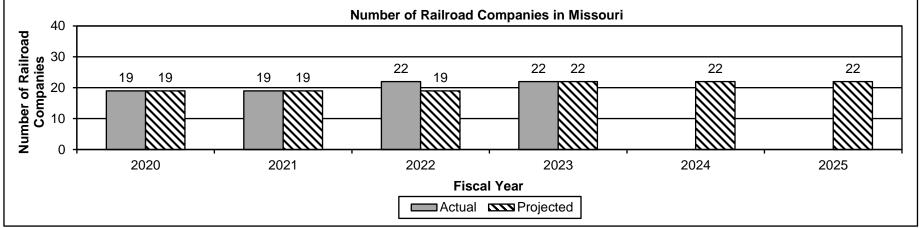
Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FED RAIL, PORT & FREIGHT ASST								
CORE								
PROGRAM DISTRIBUTIONS	0	0.00	36,000,000	0.00	26,000,000	0.00	26,000,000	0.00
TOTAL - PD	0	0.00	36,000,000	0.00	26,000,000	0.00	26,000,000	0.00
GRAND TOTAL	\$0	0.00	\$36,000,000	0.00	\$26,000,000	0.00	\$26,000,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$36,000,000	0.00	\$26,000,000	0.00	\$26,000,000	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

PROGRAM DESCRIPTION	I	
Department of Transportation	HB Section(s): 4.560	
Program Name: Federal Rail, Port and Freight Assistance	· ,	
Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance		

1b. What does this program do?

The appropriation provides MoDOT authority to spend funds received from federal grants associated with rail, port and freight improvements. MoDOT has two open grants from the United States Department of Transportation Consolidated Rail Infrastructure and Safety Improvement Program for the combined amount of \$13.1 million. These grants will be used for the Rail Corridor Consolidation and At-Grade Crossing Safety Improvement Projects. One project was bid in April 2023 and the other project is in design with construction expected in 2025. MoDOT has received one additional grant in fiscal year 2022 for \$17.25 million. This grant is for improvements to the Norfolk Southern's Grand River Bridge. This project is scheduled to start construction in 2024. MoDOT is expected to apply for grants this winter and spring for additional federal funds for grade crossing safety projects. This appropriation is needed to expend federal discretionary grant funds awarded for rail, port, and freight improvements.

2a. Provide an activity measure(s) for the program.

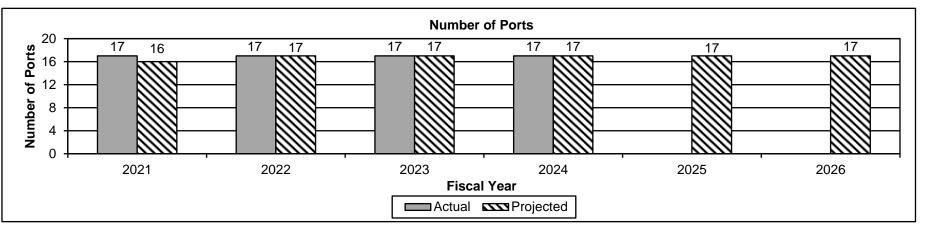


The 2024 and 2025 projections are based upon the number of railroad companies in Missouri in 2023.

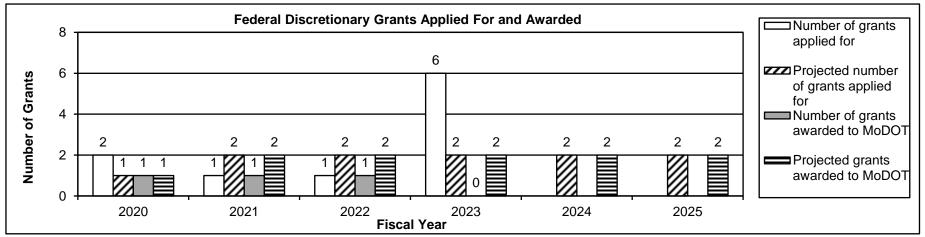
Department of Transportation HB Section(s): 4.560

Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance



The three-state port commission is not included in this measure because it is not eligible for capital improvement funding. The 2025 and 2026 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2024.



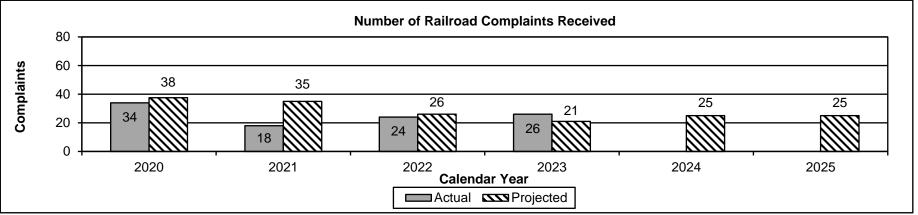
In 2023, MoDOT applied for six grants, one was not awarded and five are still pending notification. The 2024 and 2025 projections are based on anticipated frequency of grant availability.

Department of Transportation HB Section(s): 4.560

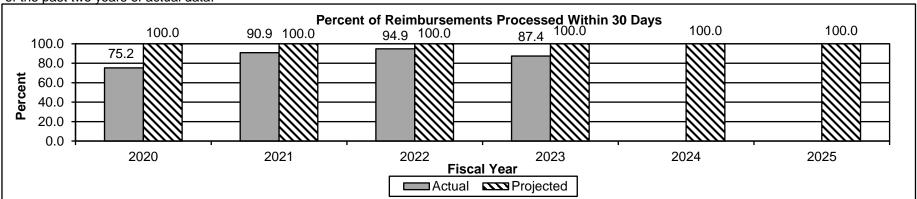
Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

2b. Provide a measure(s) of the program's quality.



Complaints are received from the public or MoDOT personnel. The number of complaints received in 2021 was lower due to changes in the way data is reported. The most common complaints are rough crossings, sight obstructions, signal failure and walkway issues. The 2024 and 2025 projections are based on the average of the past two years of actual data.



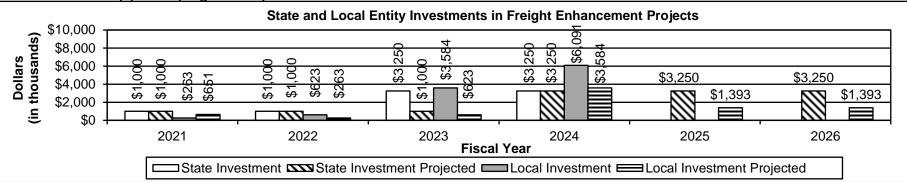
The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

Department of Transportation HB Section(s): 4.560

Program Name: Federal Rail, Port and Freight Assistance

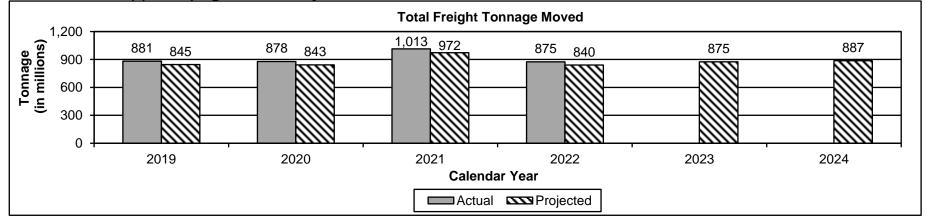
Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

2c. Provide a measure(s) of the program's impact.



Local entities are required to provide 20 percent matching funds to be eligible for funding through this program. In all years, local matching funds have exceeded the minimum matching requirements. The 2025 and 2026 projections for state investment are based upon the level of state investment in 2024. The 2025 and 2026 projections for local investment are based on a 30 percent match of the state funds.

2d. Provide a measure(s) of the program's efficiency.

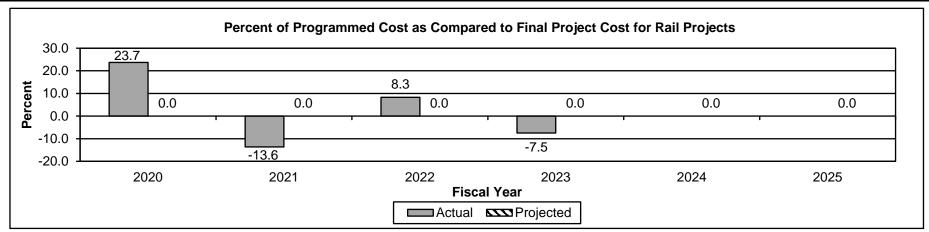


This measure includes freight tonnage moved by motor carriers, rail, port and aviation. Tonnage is based on data from the Bureau of Transportation Statistics. The 2023 and 2024 projections are based on the anticipated tonnage moved by the Bureau of Transportation Statistics.

Department of Transportation HB Section(s): 4.560

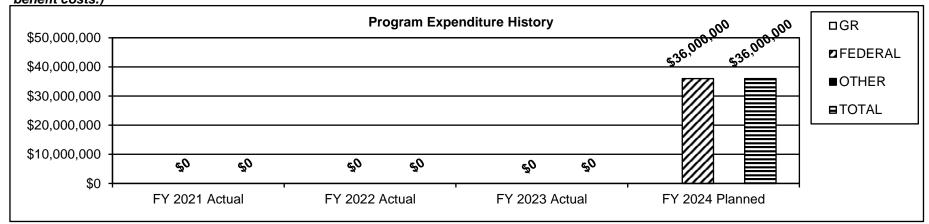
Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance



Rail projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Rail project cost changes are usually due to final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. Final project costs for 2020 were much higher than originally anticipated due to more extensive repairs being required at some of the crossings being improved.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



	<u> </u>
	PROGRAM DESCRIPTION
De	partment of Transportation HB Section(s): 4.560
Pro	ogram Name: Federal Rail, Port and Freight Assistance
Pro	ogram is found in the following core budget(s): Federal Rail, Port and Freight Assistance
4.	What are the sources of the "Other " funds? N/A
5.	What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.) Discretionary grants are currently requested under the Infrastructure Investment and Jobs Act (Public Law 117-58) also known as Bipartisan Infrastructure Law.
6.	Are there federal matching requirements? If yes, please explain. Yes, the required local fund match is typically 20 percent.
7.	Is this a federally mandated program? If yes, please explain. No

RANK:	15	OF	23
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Budget Unit: Multimodal Operations Department of Transportation **Division: Multimodal Operations** DI Name: Federal Rail, Port and Freight Assistance Exp. DI# 1605010, 1605015 HB Section: 4.560 **AMOUNT OF REQUEST FY 2025 Budget Request** FY 2025 Governor's Recommendation GR Other **Total Federal** GR Federal Other Total PS 0 0 0 PS 0 0 0 0 EE 0 EE 0 **PSD** 0 10.000.000 10,000,000 **PSD** 86.000.000 86,000,000 **TRF** TRF 0 10,000,000 **Total** 86,000,000 86,000,000 **Total** 10,000,000 **FTE** 0.00 0.00 0.00 0.00 FTE 0.00 0.00 0.00 0.00 HB 4 0 0 HB 4 0 0 0 0 0 HB 5 HB 5 Note: Fringes budgeted in House Bill 5 except for certain fringes Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. budgeted directly to MoDOT, Highway Patrol, and Conservation. Other Funds: Other Funds: 2. THIS REQUEST CAN BE CATEGORIZED AS: New Legislation New Program Fund Switch Federal Mandate **Program Expansion** Cost to Continue GR Pick-Up Space Request **Equipment Replacement** Other: Pay Plan 3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM. This expansion includes \$76.0 million for potential federal funds from the Federal Railroad Administration's Corridor Identification program or associated grant programs, to extend Amtrak Passenger Rail Service. The program includes three trips from Kansas City to St. Louis per day, new service from Kansas City to Southwest

to extend Amtrak Passenger Rail Service. The program includes three trips from Kansas City to St. Louis per day, new service from Kansas City to Southwest (Springfield/Joplin), new service from Kansas City to St. Joseph and extends the existing Chicago-Quincy service to Hannibal. This expansion also includes \$10.0 million for federal grant funding, which was appropriated as one-time funding in 2024, to increase the number of crossings with active warning devices. There are 6,564 highway-rail crossings in Missouri. Of these, 4,381 crossings are public and 2,183 crossings are private. Out of the 4,381 public crossings, over 3,300 are at-grade railroad crossings with approximately 85 percent located off the state highway system. The state system has 496 at-grade crossings with 22 of them being passive crossings, while the local system has 2,815 at-grade crossings with over 1,400 of them being passive. Passive crossings are those that lack active warning devices to indicate if a train is coming and 98 percent are located on City or County roads. Over the last five years, 53 percent of fatalities at railroad crossings in Missouri occurred at passive crossings. The program is in accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo.

The Governor's Recommendation is less than the department's request.

RANK:	15	OF	23	

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Federal Rail, Port and Freight Assistance Exp. Dl# 1605010, 1605015	HB Section: 4.560
	-

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

These funds are needed to continue preparing service development plans and begin initial phases of capital improvements that will be necessary to implement new and expanded passenger rail service as well as add safety improvements to rail crossings. This increase will allow the department to apply to federal grant programs such as the Railroad Crossing Elimination Program (49 USC 22909) or the Consolidated Rail Infrastructure and Safety Improvement Program (49 USC 22907). This funding would also allow the department to complete an equivalent of six years of rail crossing projects. The current estimated cost to upgrade all public passive railroad crossings with flashing lights and gates is approximately \$700.0 million and would take 23 years to complete.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	0	0.0	86,000,000	0.0	0	0.0	86,000,000	0.0	0
Total PSD	0	0.0	86,000,000	0.0	0	0.0	86,000,000	0.0	
Grand Total	0	0.0	86,000,000	0.0	0	0.0	86,000,000	0.0	0
	Gov Rec GR	Gov Rec GR	Gov Rec FED	Gov Rec FED	Gov Rec OTHER	Gov Rec OTHER	Gov Rec TOTAL	Gov Rec TOTAL	Gov Rec One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Program Distributions	0	0.0	10,000,000	0.0	0	0.0	10,000,000	0.0	0
Total PSD	0	0.0	10,000,000	0.0	0	0.0	10,000,000	0.0	0
Grand Total	0	0.0	10,000,000	0.0	0	0.0	10,000,000	0.0	0

RANK: ____15___ OF ___23___

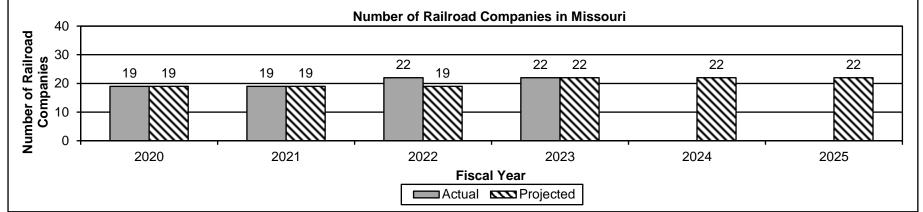
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

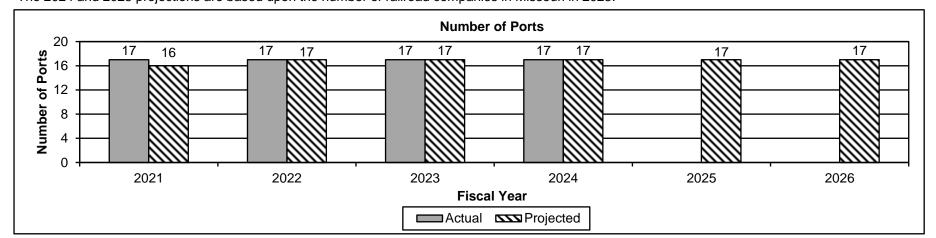
DI Name: Federal Rail, Port and Freight Assistance Exp. DI# 1605010, 1605015 HB Section: 4.560

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections are based upon the number of railroad companies in Missouri in 2023.



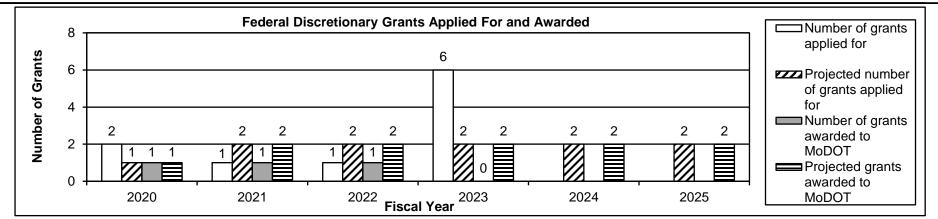
The three-state port commission is not included in this measure because it is not eligible for capital improvement funding. The 2025 and 2026 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2024.

RANK: ____15 ___ OF ___23 ____

Department of Transportation Budget Unit: Multimodal Operations

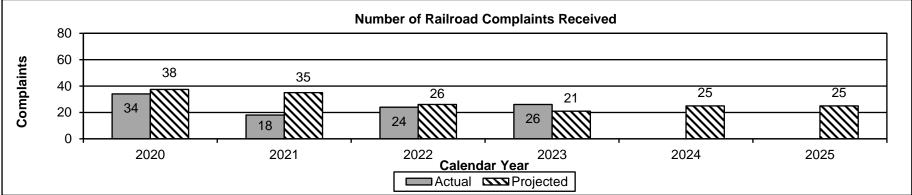
Division: Multimodal Operations

DI Name: Federal Rail, Port and Freight Assistance Exp. DI# 1605010, 1605015 HB Section: 4.560



In 2023, MoDOT applied for six grants, one was not awarded and five are still pending notification. The 2024 and 2025 projections are based on anticipated frequency of grant availability.

6b. Provide a measure(s) of the program's quality.



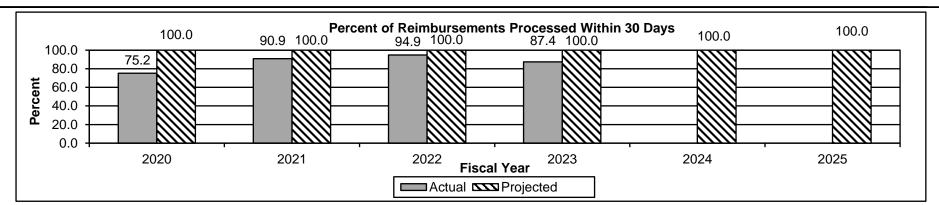
Complaints are received from the public or MoDOT personnel. The number of complaints received in 2021 was lower due to changes in the way data is reported. The most common complaints are rough crossings, sight obstructions, signal failure and walkway issues. The 2024 and 2025 projections are based on the average of the past two years of actual data.

RANK: ____15 ___ OF ___23 ___

Department of Transportation Budget Unit: Multimodal Operations

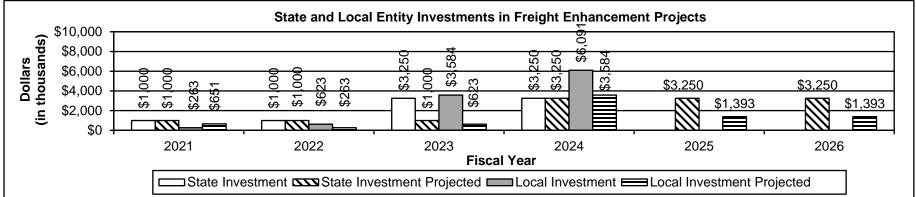
Division: Multimodal Operations

DI Name: Federal Rail, Port and Freight Assistance Exp. DI# 1605010, 1605015 HB Section: 4.560



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

6c. Provide a measure(s) of the program's impact.



Local entities are required to provide 20 percent matching funds to be eligible for funding through this program. In all years, local matching funds have exceeded the minimum matching requirements. The 2025 and 2026 projections for state investment are based upon the level of state investment in 2024. The 2025 and 2026 projections for local investment are based on a 30 percent match of the state funds.

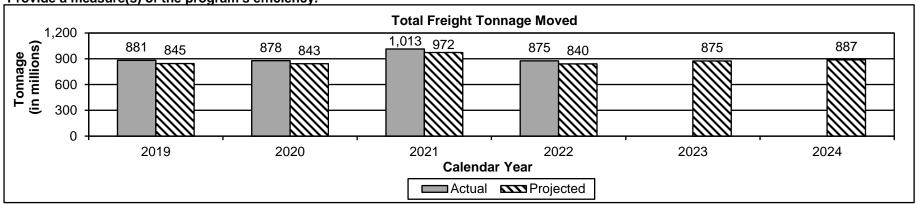
RANK: ____15 ___ OF ___23

Department of Transportation Budget Unit: Multimodal Operations

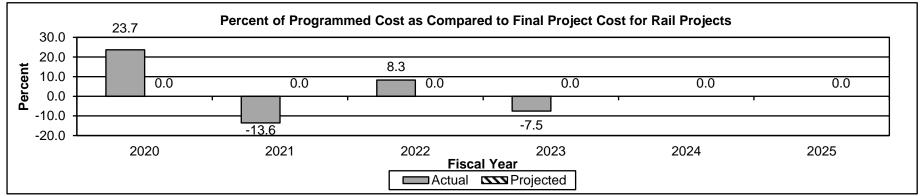
Division: Multimodal Operations

DI Name: Federal Rail, Port and Freight Assistance Exp. DI# 1605010, 1605015 HB Section: 4.560

6d. Provide a measure(s) of the program's efficiency.



This measure includes freight tonnage moved by motor carriers, rail, port and aviation. Tonnage is based on data from the Bureau of Transportation Statistics. The 2023 and 2024 projections are based on the anticipated tonnage moved by the Bureau of Transportation Statistics.



Rail projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Rail project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. Final project costs for 2020 were much higher than originally anticipated due to more extensive repairs being required at some of the crossings being improved.

RANK: <u>15</u> OF <u>23</u>

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Federal Rail, Port and Freight Assistance Exp. DI# 1605010, 1605015	HB Section: 4.560
	
7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:	
This will provide passenger rail service for Missouri's communities and ensure the ecor	nomic benefit of the service for the communities.

Page 750

DECISION ITEM DETAIL

						_		
Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FED RAIL, PORT & FREIGHT ASST								
Fed Passenger Rail Fed Funds - 1605015								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	86,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	86,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$86,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$86,000,000	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

Page 751

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FED RAIL, PORT & FREIGHT ASST								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	0	0.00	10,000,000	0.00
TOTAL - PD	0	0.00	0	0.00	0	0.00	10,000,000	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$0	0.00	\$10,000,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$10,000,000	0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00

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Page 753

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FREIGHT ENHANCEMENT FUNDS								
CORE								
PROGRAM-SPECIFIC								
STATE TRANSPORTATION FUND	3,242,250	0.00	3,250,000	0.00	3,250,000	0.00	3,250,000	0.00
TOTAL - PD	3,242,250	0.00	3,250,000	0.00	3,250,000	0.00	3,250,000	0.00
TOTAL	3,242,250	0.00	3,250,000	0.00	3,250,000	0.00	3,250,000	0.00
GRAND TOTAL	\$3,242,250	0.00	\$3,250,000	0.00	\$3,250,000	0.00	\$3,250,000	0.00

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Total

3,250,000

3,250,000

budgeted directly to MoDOT, Highway Patrol, and Conservation.

0.00 0 0

CORE DECISION ITEM

Department of Transportation **Budget Unit: Multimodal Operations Division: Multimodal Operations**

Core: Freight Enhancement Funds HB Section: 4.565

1. CORE FINANCIAL SUMMARY

	F	Y 2025 Budg	et Request			FY 202	5 Governor's	Recommen	dation
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	
EE	0	0	0	0	EE	0	0	0	
PSD	0	0	3,250,000	3,250,000	PSD	0	0	3,250,000	3,250,0
TRF	0	0	0	0	TRF	0	0	0	
Total	0	0	3,250,000	3,250,000	Total	0	0	3,250,000	3,250,0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	C
HB 4	0	0	0	0	HB 4	0	0	0	
HB 5	0	0	0	0	HB 5	0	0	0	
Note: Fringes	budgeted in House	e Bill 5 except	t for certain fri	nges	Note:	Fringes budgeted in Hou	ıse Bill 5 exc	ept for certain	fringes

budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Transportation Fund (0675) Other Funds: State Transportation Fund (0675)

Notes:

2. CORE DESCRIPTION

This appropriation establishes funding for non-highway freight-focused capital improvement projects to increase use of waterways, rail and air; remove modal bottlenecks; and improve connections between modes. The funding provides no more than 80 percent of the total cost of projects, with local entities providing the remaining amount. Freight efficiency depends upon the connectivity, safety, reliability and condition of the transportation system. Maintaining low transportation costs is critical to retain and expand current businesses in Missouri and attract new businesses to create new employment. Missouri's central location within 600 miles of 50 percent of all U.S. households is a natural advantage to attract the freight industry. Missouri's transportation assets in rail, water, interstate highways and airports combined with Missouri's strategic location provides great opportunity to become the freight center of the nation. Continued investment in these transportation assets is critical to leverage Missouri's central location for business growth and job creation.

Notes:

The Governor's Recommendation is the same as the department's request.

CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Freight Enhancement Funds	HB Section:	4.565

3. PROGRAM LISTING (list programs included in this core funding)

Project applications will be solicited for fiscal year 2025 during spring of fiscal year 2024. Applicants can be any public, private or not-for-profit entity. The applications are evaluated and prioritized based on the Missouri State Freight Plan. Previous projects funded through this program include rail improvements at public ports, a customs facility at Springfield Airport, warehouse modifications at Lambert Airport, rail switching upgrades and various public port capital needs. The projects listed below are being constructed using the fiscal year 2024 appropriation.

Fiscal Year 2024 Project List		Funds	Local	
Entity	Project Description	Allocated	Match	Total Cost
Burlington Junction Railway	Upgrade railroad tracks at Fenton Logistics Park	\$666,003	\$255,379	\$921,382
Cathcart Rail	Construct rail tank car cleaning system in Kansas City, MO	\$1,000,000	\$4,000,000	\$5,000,000
Mississippi Lime	Upgrade railroad tracks at Valles Mines in Bonne Terre, MO	\$583,997	\$425,811	\$1,009,808
Missouri Eastern Railroad	Construct transload facility in Union, MO	\$1,000,000	\$1,410,182	\$2,410,182
		\$3,250,000	\$6.091.372	\$9.341.371

CORE DECISION ITEM

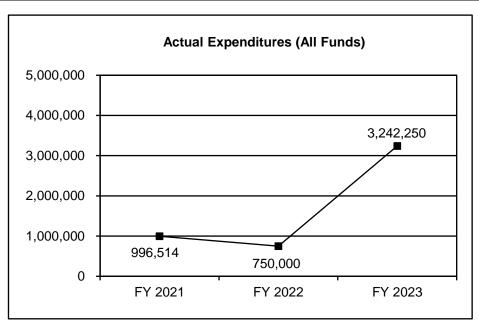
Department of Transportation Budget Unit: Multimodal Operations

Division: Multimodal Operations

Core: Freight Enhancement Funds HB Section: 4.565

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	4 000 000	4 000 000	2 250 000	2 250 200
Appropriation (All Funds)	1,000,000	1,000,000	3,250,000	3,250,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	1,000,000	1,000,000	3,250,000	N/A
Actual Expenditures (All Funds)	996,514	750,000	3,242,250	N/A
Unexpended (All Funds)	3,486	250,000	7,750	N/A
Unexpended, by Fund: General Revenue Federal Other	0 0 3,486	0 0 250,000	0 0 7,750	N/A N/A N/A



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

^{*}Current Year restricted amount is as of 7/1/23.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION FREIGHT ENHANCEMENT FUNDS

5. CORE RECONCILIATION

	Budget							
	Class	FTE	GR		Federal	Other	Total	E
TAFP AFTER VETOES								
	PD	0.00		0	0	3,250,000	3,250,000	
	Total	0.00		0	0	3,250,000	3,250,000	_
DEPARTMENT CORE REQUEST								-
	PD	0.00		0	0	3,250,000	3,250,000	
	Total	0.00		0	0	3,250,000	3,250,000	_
GOVERNOR'S RECOMMENDED CORE								
	PD	0.00		0	0	3,250,000	3,250,000	
	Total	0.00		0	0	3,250,000	3,250,000	-

Page 759

DECISION ITEM DETAIL

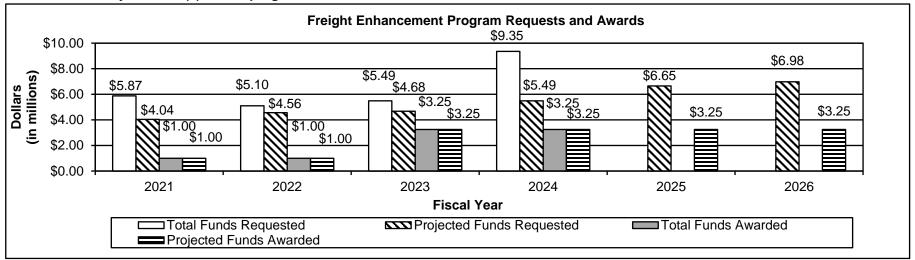
Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE
FREIGHT ENHANCEMENT FUNDS								
CORE								
PROGRAM DISTRIBUTIONS	3,242,250	0.00	3,250,000	0.00	3,250,000	0.00	3,250,000	0.00
TOTAL - PD	3,242,250	0.00	3,250,000	0.00	3,250,000	0.00	3,250,000	0.00
GRAND TOTAL	\$3,242,250	0.00	\$3,250,000	0.00	\$3,250,000	0.00	\$3,250,000	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
OTHER FUNDS	\$3,242,250	0.00	\$3,250,000	0.00	\$3,250,000	0.00	\$3,250,000	0.00

PROGRAM DESCRIPTION	
Department of Transportation	HB Section(s): 4.565
Program Name: Freight Enhancement Funds	· · ·
Program is found in the following core budget(s): Freight Enhancement Funds	

1b. What does this program do?

This program establishes funding for non-highway freight-focused capital improvement projects to increase use of waterways, rail and air; remove modal bottlenecks; and improve connections between modes. The funding provides no more than 80 percent of the total cost of projects with local entities providing the remaining amount. Freight efficiency depends upon the connectivity, safety, reliability and condition of the transportation system. Maintaining low transportation costs is critical to retain and expand current businesses in Missouri and attract new businesses to create new employment. Missouri's central location within 600 miles of 50 percent of all U.S. households is a natural advantage to attract the freight industry. Missouri's transportation assets in rail, water, interstate highways and airports combined with Missouri's strategic location provides great opportunity to become the freight center of the nation. Continued investment in these transportation assets is critical to leverage Missouri's central location for business growth and job creation.

2a. Provide an activity measure(s) for the program.



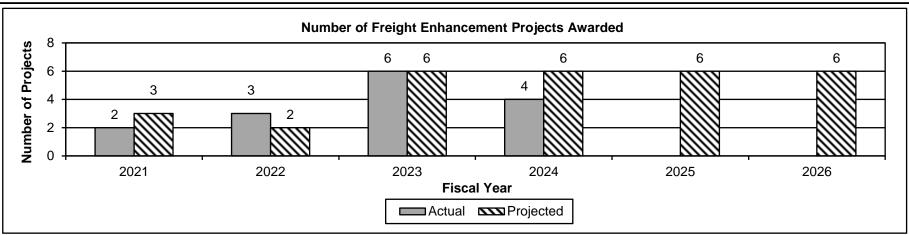
The 2025 projection for total funds requested was established by taking the average of the actuals for the last three years. The 2026 projection for total funds requested was established by projecting a five percent increase from the projection for 2025. The 2025 and 2026 projections for funds awarded are based on the appropriation authority.

PROGRAM DESCRIPTION

Department of Transportation HB Section(s): 4.565

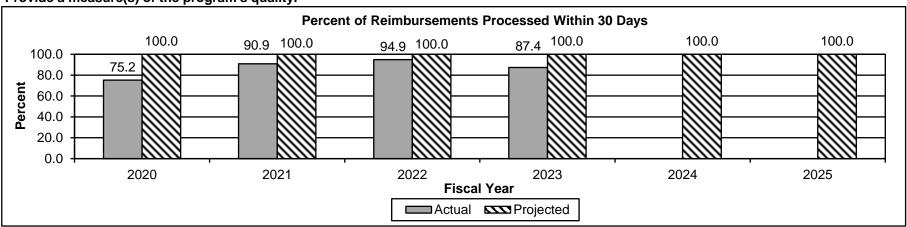
Program Name: Freight Enhancement Funds

Program is found in the following core budget(s): Freight Enhancement Funds



The 2025 and 2026 projections are based on the number of projects that a \$3.25 million appropriation is able to fund.

2b. Provide a measure(s) of the program's quality.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

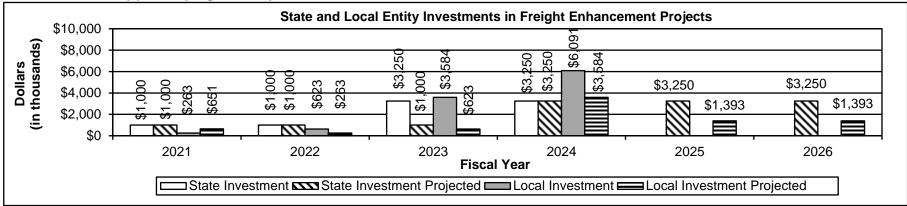
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Department of Transportation HB Section(s): 4.565

Program Name: Freight Enhancement Funds

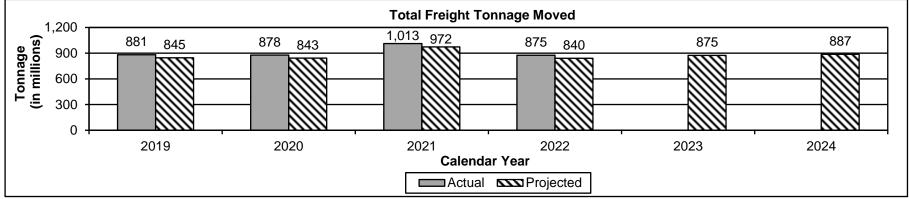
Program is found in the following core budget(s): Freight Enhancement Funds

2c. Provide a measure(s) of the program's impact.



Local entities are required to provide 20 percent matching funds to be eligible for funding through this program. In all years, local matching funds have exceeded the minimum matching requirements. The 2025 and 2026 projections for state investment are based upon the level of state investment in 2024. The 2025 and 2026 projections for local investment are based on a 30 percent match of the state funds.

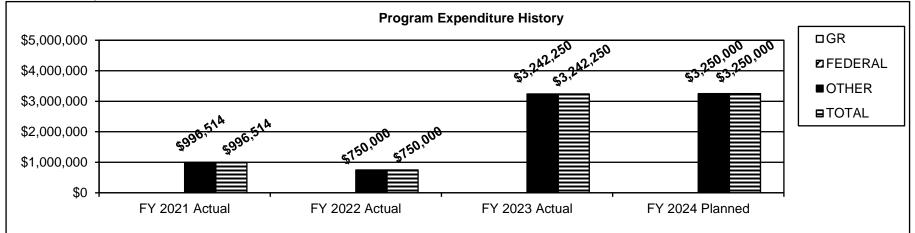
2d. Provide a measure(s) of the program's efficiency.



This measure includes freight tonnage moved by motor carriers, rail, port and aviation. Tonnage is based on data from the Bureau of Transportation Statistics. The 2023 and 2024 projections are based on the anticipated tonnage moved by the Bureau of Transportation Statistics.

		_
PROGRAM DESCRIPTION	I	
Department of Transportation	HB Section(s): 4.565	
Program Name: Freight Enhancement Funds		
Program is found in the following core budget(s): Freight Enhancement Funds		

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other" funds?

State Transportation Fund (0675)

- 5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
 Article IV, Section 30(c), MO Constitution and 226.225, RSMo.
- 6. Are there federal matching requirements? If yes, please explain.
- 7. Is this a federally mandated program? If yes, please explain.
 No

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Page 765

DECISION ITEM SUMMARY

GRAND TOTAL		\$0	0.00	\$	§1	0.00	\$1	0.00	\$1	0.00
TOTAL		0	0.00		1	0.00	1	0.00	1	0.00
TOTAL - TRF		0	0.00		1	0.00	1	0.00	1	0.00
FUND TRANSFERS GENERAL REVENUE		0	0.00		1	0.00	1	0.00	1	0.00
MODOT LEGAL EXPENSE FUND TRF CORE										
Budget Unit Decision Item Budget Object Summary Fund	FY 2023 ACTUAL DOLLAR	FY 2 ACT F1		FY 2024 BUDGET DOLLAR		Y 2024 UDGET FTE	FY 2025 DEPT REQ DOLLAR	FY 2025 DEPT REQ FTE	FY 2025 GOV REC DOLLAR	FY 2025 GOV REC FTE

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CORE DECISION ITEM

Department of Transportation	Budget Unit: MoDOT Legal Expense Fund Transfer
Division: Department Wide	
Core: MoDOT Legal Expense Fund Transfer	HB Section: 4.570

1. CORE FINANCIAL SUMMARY

		FY 2025 Budget Request									
	GR		Federal	Other	Total						
PS EE		0	0	0	0						
EE		0	0	0	0						
PSD		0	0	0	0						
TRF		1	0	0	1						
Total		1	0	0	1						

FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

	FY 202	FY 2025 Governor's Recommendation								
	GR	F	ederal	Other	Total					
PS)	0	0	0					
EE	()	0	0	0					
PSD	()	0	0	0					
TRF		1	0	0	1					
Total	•	1	0	0	1					

FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Other Funds:

2. CORE DESCRIPTION

In fiscal year 2018, the General Assembly appropriated \$1 for transfer from the Department's core budget to the State Legal Expense Fund for the payment of claims, premiums and expenses provided by Section 105.711 through Section 105.726, RSMo. In order to fund such expenses, the General Assembly also authorized three percent flexibility from the Department's budget into the \$1 transfer appropriation.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

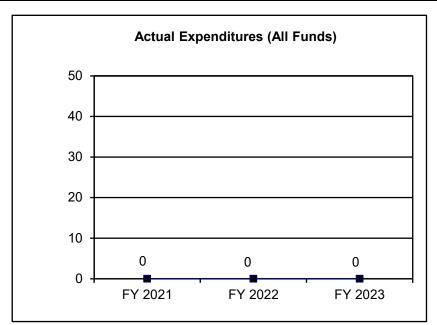
This section is not applicable.

CORE DECISION ITEM

Department of Transportation	Budget Unit: MoDOT Legal Expense Fund Transfer
Division: Department Wide	
Core: MoDOT Legal Expense Fund Transfer	HB Section: 4.570

4. FINANCIAL HISTORY

_	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	1	1	1	1
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)	0	0	0	N/A
Budget Authority (All Funds)	1	1	1	N/A
Actual Expenditures (All Funds)	0	0	0	N/A
Unexpended (All Funds)	1	1	1	N/A
Unexpended, by Fund:				
General Revenue	1	1	1	N/A
Federal	0	0	0	N/A
Other	0	0	0	N/A



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

^{*}Current Year restricted amount is as of 7/1/23.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION MODOT LEGAL EXPENSE FUND TRF

5. CORE RECONCILIATION

	Budget						
	Class	FTE	GR	Federal	Other	Total	Ex
TAFP AFTER VETOES							
	TRF	0.00	1	0	0		1
	Total	0.00	1	0	0		1
DEPARTMENT CORE REQUEST							
	TRF	0.00	1	0	0		1
	Total	0.00	1	0	0		1
GOVERNOR'S RECOMMENDED	CORE						
	TRF	0.00	1	0	0		1
	Total	0.00	1	0	0		1

Page 770

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	FY 2025	FY 2025	
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	GOV REC	GOV REC	
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	
MODOT LEGAL EXPENSE FUND TRF									
CORE									
TRANSFERS OUT	0	0.00	1	0.00	1	0.00	1	0.00	
TOTAL - TRF	0	0.00	1	0.00	1	0.00	1	0.00	
GRAND TOTAL	\$0	0.00	\$1	0.00	\$1	0.00	\$1	0.00	
GENERAL REVENUE	\$0	0.00	\$1	0.00	\$1	0.00	\$1	0.00	
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00	
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00	

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.570

Program Name: Department Wide

Program is found in the following core budget(s): MoDOT Legal Expense Fund Transfer

1a. What strategic priority does this program address?

Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

In fiscal year 2018, the General Assembly appropriated \$1 for transfer from the Department's core budget to the State Legal Expense Fund for the payment of claims, premiums and expenses provided by Section 105.711 through Section 105.726, RSMo. In order to fund such expenses, the General Assembly also authorized three percent flexibility from the Department's operating budget into the \$1 transfer appropriation.

2a. Provide an activity measure(s) for the program.

This appropriation is needed solely for accounting purposes.

2b. Provide a measure(s) of the program's quality.

This appropriation is needed solely for accounting purposes.

2c. Provide a measure(s) of the program's impact.

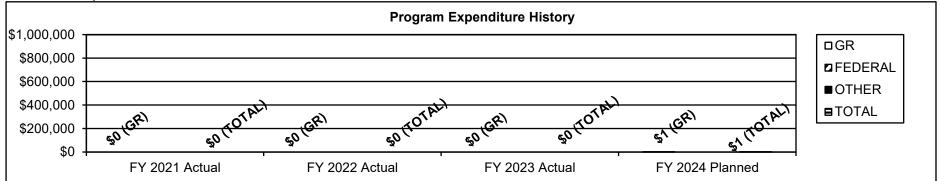
This appropriation is needed solely for accounting purposes.

2d. Provide an efficiency measure.

This appropriation is needed solely for accounting purposes.

	PROGRAM DESCRIPTION	
Department of Transportation	HB Section: 4.570	
Program Name: Department Wide		
Program is found in the following core bud	dget(s): MoDOT Legal Expense Fund Transfer	
	_	

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds? N/A

- 5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.) Section 105.711 through Section 105.726, RSMo.
- 6. Are there federal matching requirements? If yes, please explain.
- 7. Is this a federally mandated program? If yes, please explain.
 No